

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

IF THE EYES
ARE THE WINDOWS
OF THE SOUL
YOUR GLASSES
ARE THE WINDOWS OF
YOUR PERSONAL
APPEARANCE
N. LAZARUS,
HONGKONG'S ONLY EUROPEAN
OPTICIAN.

No. 20,510

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日廿月式年子甲

HONGKONG, WEDNESDAY, MARCH 26TH, 1924 三拜禮

號六廿月三年三十國民華中

PRICE, \$3. PER MONTH

INTIMATIONS

POTASUL

Water from a Mineral Spring in Arkansas, U.S.A. The ingredients as shown by the analysis are ideal for reducing acidity and it is especially beneficial in all diseases of the Stomach, Liver and Kidneys, for Stone and Gravel, and for Gouty and Rheumatic troubles.

SOLE AGENTS

**CALDBECK
MACGREGOR
& CO., LTD.**

15, QUEEN'S ROAD CENTRAL.

TEL. 75.

SPORTING.

GUNS by W. W. GREENER, WEBLEY and SCOTT, and Other Makers—British, French and American.
B.S.A. Air Rifles, and Miniature Rifles, & Calibres, Repeating and Automatic.
SPORTING CARTRIDGES of all descriptions.
Agents for W. W. GREENER, LIMITED,
HONGKONG.

**HONGKONG SPORTING ARMS
AND AMMUNITION STORE.**
1-6, BEACONFIELD AVENUE.

PEAK TRAMWAYS CO. LIMITED.

TIME-TABLE

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GAELIC OLD SMUGGLER



A Brand Registered in every
Market or the World.

Guaranteed a pure Scotch Whisky
composed of the Finest Old Highland
Malts and Grains of proved Age and
Maturity.

Gaelic Old Smuggler is the Premier
"Scotch" known and appreciated
Everywhere.

SOLE AGENTS:

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DAIRY FARM NEWS.



Mothers it's up to you

If you want strong
healthy children

**GIVE THEM
MILK**

-a vital food for health

"Increases body weight;
"Increases rate of growth;
"Increases physical power and skill;
"Increases mental alertness;
"Increases resistance to disease."

"Give the Youngsters A Chance"

SAFETY FIRST!

KILLS
DISEASE
CARRYING
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HARMLESS
TO
DELICATE
FABRICS



**PENINSULA
STORE**

Armour's "Voribest"
Frankfurter Sausage \$1.00 per tin.
Do. \$1.10 per doz.
Vienna Style Sausage \$0.55 per tin.
Do. \$6.00 per doz.

JUST ARRIVED
VIOLINS AND MANDOLINS

MODERN FAMOUS MASTERS

KOWLOON MUSIC STORE

KOWLOON HOTEL BUILDING.

KOWLOON.

NOTICE OF REMOVAL.

We beg to Notify the Public of Our REMOVAL on the 1ST
APRIL, 1924, into New Premises situated in the ASIATIC
PETROLEUM COMPANY'S BUILDING, 26, QUEEN'S ROAD
CENTRAL.

THE PHARMACY,
(FLETCHER & CO., LTD.)
2, QUEEN'S ROAD CENTRAL.

TEL 345.

TEL 345.

BRITAIN AND RUSSIA. MR. BALDWIN ON THE SOVIET.

In the House of Commons on February 13th, Mr. Baldwin criticised the Government's policy regarding Russia and issued a grave warning as to the difficulties which lay in the path of arriving at a settlement of all outstanding problems. In Russia we had to face a very serious and profound difficulty, because we had to try to establish peaceful relations with a Government whose ideas were entirely opposed to our own, and we had to try to bring about peaceful relations with a Government which would not use the words in the same sense in which we used them. He recalled that the Prime Minister had said: "The Labour Party will stand on non-peace and monkey tricks from the Russian diplomatic representatives." "Hear, hear," said Mr. Mac Donnell. "Yes," said Mr. Baldwin, "but can anyone imagine those words being used to the Ambassadors of America or France or any other Power? Does it not show that the Prime Minister himself recognizes that he is embarking on a task different in nature than he would have if he were embarking on the task of bringing about peaceful relations with any other country in the world?" He inquired what was meant by the Soviet Union. What was their territory and with whom were we going to make arrangements? Mr. Baldwin asked for information regarding the treaty between Russia and Italy. Was it true that special concessions had been given to the Italians in regard to their shipping in the Black Sea?

Mr. Baldwin also dwelt upon the danger of propaganda, and in reply to a question from the Labour Party, said that it was possible they did not understand what he had referred to. He made it plain that he had Russian propaganda in the East in mind. "No man," he said, "can calculate what the sum of blood and human misery would be if a state of anarchy was ever called into existence among the teeming millions of the East." He cited the experience of Germany in connection with trade with Russia, and said that in present conditions, with or without any trade agreement, confidence could not be obtained which would make the business man send his goods to that country. There was a civil law under which the business man was convinced he could not get justice, and until commercial justice could be got, and until that atmosphere of confidence could be restored, there would be no business. Whatever steps were taken, he said, he wished he could think otherwise, "that the peace is not yet come when it will be possible either to enter fully into that reconciliation desired by all of us with Russia, or to stimulate a trade which, in that poverty-stricken country, which cannot even afford yet to buy from itself, must be the tender growth of years."

Mr. Asquith hailed with satisfaction the decision of the Government to recognize the Soviet Russian Government, and on the whole took a sympathetic view of the Government's programme as outlined by the Prime Minister.

TRAINING A BRITISH TRAIN DRIVER.

MISTAKES THAT RESULT IN
DEATH.

The man on the footboard, the man who drives you to your destination, and of whom you give no thought as you unfold your paper and settle down in comfort in the train behind him, is one of the most thoroughly trained of public servants. Young men ambitious to become drivers enter the companies' service when about eighteen years of age. They have then to undergo several severe tests, first as to character, then as to physique. Train driving requires many qualities of brain and hand; it requires quickness, nerve, cool judgment, and the instinct for speed judgment.

First, the aspirant stands in as greaser and cleaner. This period makes him familiar with every working part of the great locomotives he will one day drive. From the yards he is promoted to the footboard as spare fireman, when he will learn even more if he keeps his eyes open. Even in the stoking of an engine's furnace there is much to be learnt if steam is to be maintained at its required level.

At length he will be given an engine, but not a passenger train engine. That comes much later. He will start his career proper as driver of the footboard of some goods train. Should he show himself a careful and intelligent man; and, above all, absolutely sober and perfectly sound physically, he will be transferred to the passenger service, and in due course will rise to the proud position of the footboard of an express train.

LEARNING THE ROUTE.
Express train drivers do not take charge of a train haphazard. Before they are allowed to pull the starting lever of an express they must know every foot of the route. This is learnt by a period of study. The driver, scheduled for, say, the Glasgow-London express, will be detailed to travel as a passenger over that route until he is as familiar with its curves, bridges, stations, switches, grades and levels as he is with the houses of his own street.

When, for the first time, he takes control, he knows the exact position of every signal, the exact point where, at each station, he will have to apply his brakes, and many other essentials to safety.

Like the sailor, the engine driver must have perfect eyesight. He has to pass the Horse Guards' "dot tests" in this regard, and the Board of Trade test for mariners. Sometimes exigencies of the service require the driver to take over a new route. However long he has been driving, he will not be permitted to take entire charge until he has covered that new route many times in company with a pilot—an old and experienced driver over that stretch of line. He will then be examined in his knowledge of the new route before being entrusted with an express.

The standard of efficiency, the severe physical and moral tests imposed by our railway companies, and the pride of the man on the footboard in his job, have resulted in a lower percentage of accidents in Great Britain than in any other country in the world.

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RESERVE FUND ... £115,000

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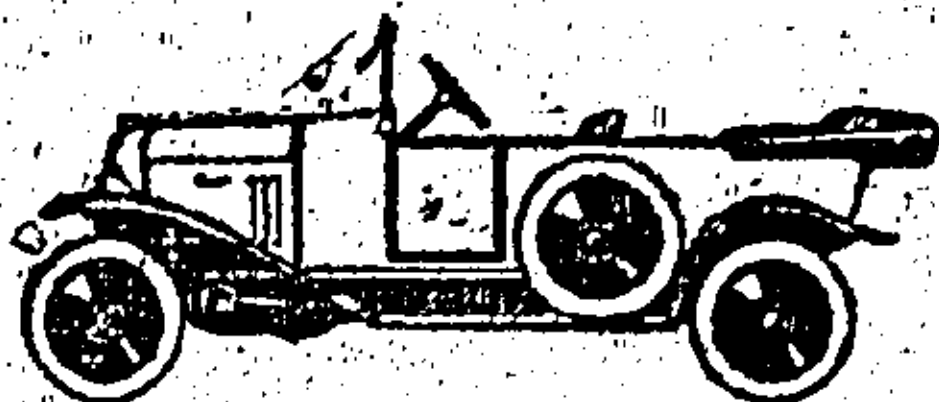
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SPORT.

YESTERDAY'S TENNIS.

Two matches were played off in the Open Singles.

R. E. Worthington defeated Wong Po Keung by three straight sets. Worthington has now to meet in the fourth round the winner of the third round match between A. D. Humphreys and A. B. Raworth. He should experience no difficulty in winning this which will bring him into the semi-final.

The other match was between Yew Man Tsun and the Japanese player K. Yamazaki. Yew won by three sets to one.

It is hoped that the stand court will be ready by to-morrow when the match between the Ramjahns and the Los is to be played on it. This ought to be a good game.

YESTERDAY'S RESULTS.

OPEN SINGLES.—Yew Man Tsun beat K. Yamazaki, 1-6, 6-2, 6-4, 4-6; R. E. Worthington beat Wong Po Keung, 6-2, 6-3, 6-0.

HANDICAP DOUBLES.—C. D. Armstrong and D. J. Allfree (+4/8) beat H. Kearns and C. M. Wilson (-1/8), 6-4, 8-6; F. A. Roffey and M. H. Roffey (-2/8) beat J. E. Warner and N. L. Smith (+2/8), 6-4, 6-1.

MIXED DOUBLES.—W. A. Nowers and Mrs. H. R. Remington (+4/8) beat G. G. Franklin and Mrs. Boyd (scr.), 6-4, 6-4.

HANDICAP SINGLES "B".—J. B. Powell (+1/8) beat J. C. Macgown (+3/8), 6-2, 6-0.

TO-DAY'S MATCHES.

OPEN SINGLES.—T. Honda v. Hq. Ka Lau.

CLUB CHAMPIONSHIP.—R. J. Saunders v. L. Forsters; R. M. Henderson v. W. B. Cornaby.

HANDICAP DOUBLES.—S. E. and D. S. Green (-4/8) v. C. H. and G. R. Jillings (+1/8); W. Hattersley Smith and B. A. Hill (-2/8) v. C. C. Stark and A. D. Humphreys (-2/8).

MIXED DOUBLES.—H. Owen Hughes and Miss Calvert (-2/8) v. Mr. and Mrs. F. W. Spencer (+1/8).

HANDICAP SINGLES "B".—F. H. Phillips (+1/8) v. C. D. Armstrong (+1/8).

OPEN BILLIARDS CHAMPIONSHIP OF THE COLONY.

R. F. LUZ DEFEATS HO SHAI CHEONG.

The contest for the Open Billiards Championship of the Colony was advanced a stage further last night when R. F. Luz defeated H. S. Cheong by 225 points in a game of 800 up. The highest break (66) was made by Cheong, Luz's biggest score at one visit being 53.

AFFAIRS OF REID'S, LTD., INC.

HONGKONG CHINESE MERCHANT'S PETITION.

At the U.S. Court, Shanghai, last week, the Official Referee (Mr. N. E. Lorton) heard a petition by a Hongkong merchant, C. Lai Hing, for restitution of various sums advanced to Reid's, Ltd., Inc. (in bankruptcy) to buy stock. Petitioner alleged that in July, 1921, he was asked to buy stock in Reid's, Ltd., Inc., and agreed to purchase the 100,000 worth of stock as soon as permission could be obtained by the firm in question to increase its stock. As a guarantee of good faith the petitioner advanced on August 22nd, 1921, the sum of H. \$5,000 to Reid's, Ltd., which was, without the knowledge of the petitioner but with the knowledge of the Mercantile Bank of India as to the nature and character of such fund deposited in said bank against the over-draft of Reid's, Ltd., Inc. Later H. \$20,000 and H. \$5,000 were also advanced. The petitioner received acknowledgments stating the purpose of such payments and stating that in the event of failure to receive permission to increase the stock the money would be refunded immediately with interest at 10 per cent. per annum. This increase never having been granted the petitioner asks for the return of H. \$30,000 and costs.

Mr. C. S. Franklin appeared for petitioner; Mr. Chalmers for the Mercantile Bank of India.

Mr. Chalmers objected to the hearing of the petition on the grounds that it did not come within the Referee's jurisdiction. The amount was never in possession of the Receiver or commingled with the trust funds. It was not a part of the bankruptcy estate.

Mr. Franklin contended that the H. \$10,000 had been paid to Reid's, was part of their assets and that this property was or should be in the hands of the trustee.

The Referee reserved ruling on this point but said he would hear the evidence of two witnesses about to leave the Court's jurisdiction.

Mr. Chalmers objected. The witnesses, Mr. H. V. Bernard, general manager of Reid's, Ltd., Inc., at the time petitioner advanced the sums in question and Mr. Lai Hing, set forth in detail facts alleged in the petition. The matter was then adjourned.

PRICES OF COMMODITIES AT HOME.

Wholesale prices recorded a further advance of 3 per cent. in January, for practically the sixth month in succession, says the Statist. Our index number of January 1924 is 137.3, following 133.3 at the end of December, 1923. In July last, the low point of the depression period, and 130.5 at the end of January of last year.

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HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 25th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.89	29.93	29.92
Temperature	68	62	68
Humidity	75	88	57
Wind Direction	E	WNW	S
Force	4	2	2
Weather	σ	0.0	0.0
Rain	0.00	0.00	0.01

Highest open-air temperature on 24th ... 77
Lowest open-air temperature on 25th ... 62



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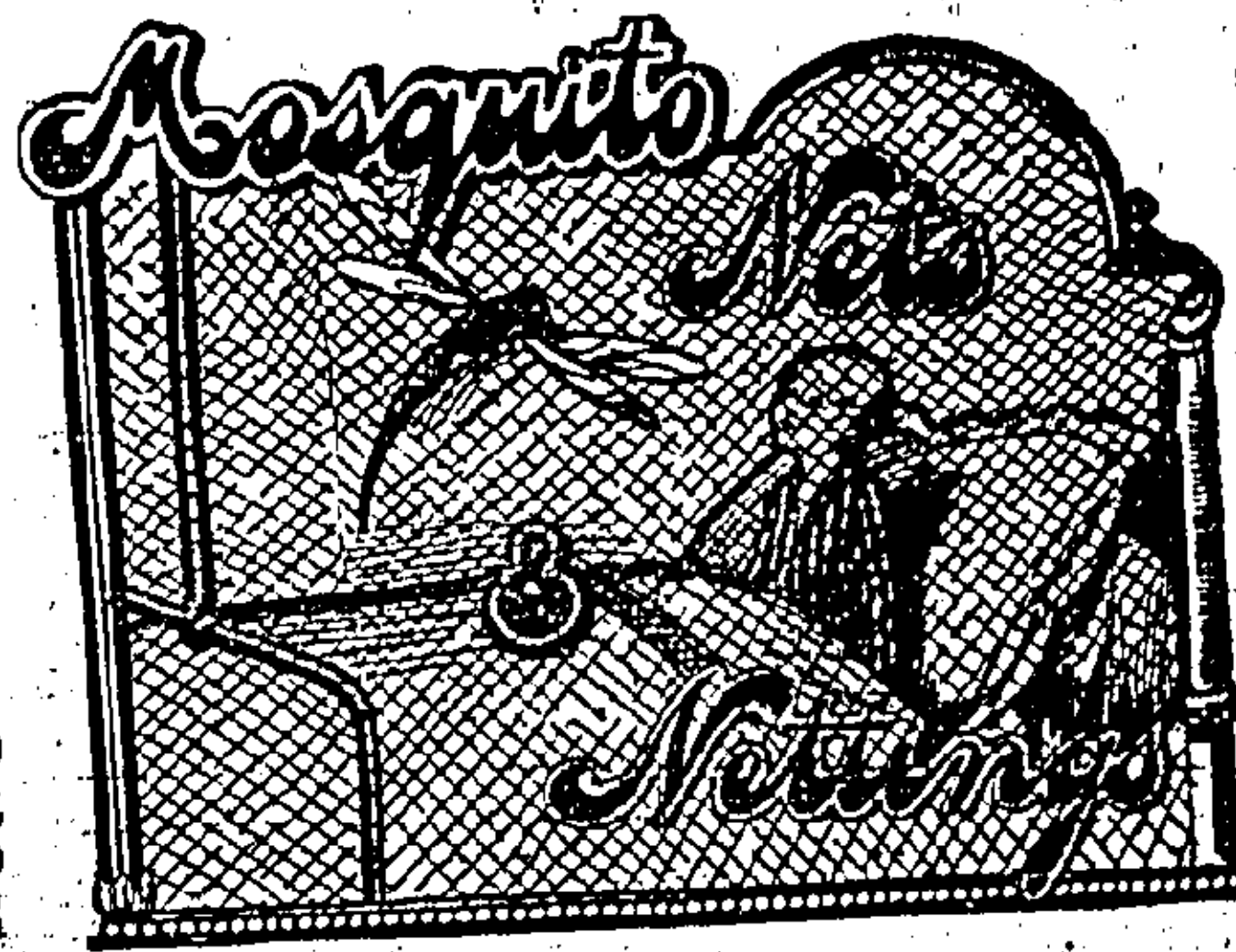
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CANTON LANDRENTERS AND RATEPAYERS. ANNUAL MEETING.

The minutes of the annual general meeting of Landrenters and Ratepayers of the British Concession, Shamen, held at H.B.M. Consulate General on Monday, February 18th have been sent to us for publication.

Present—H.B.M. Consul-General (11 votes) H.B.M. Vice-Consul (4 votes), Lt.-Col. Crosse (1 vote), Commander Hunt, R.N. (1), Messrs. Forrest (2), Austin (2), Forbes (4), Mowbray Jones (1), Sandeman (1), Demaretz (3), Burton (2), Poizat (2), Kitching (4), Brumfield (1), Lang (4), Benson (2), Hansen (1), Browne (5), Sutton (3), Hogg (2), Reid (5), Reynolds (2), Karaguna (4), Campbell (3), Bond (6), Spallinger (2), Clark (3), Staples-Smith (5), Parr (13), Monie (3). Total: 107 votes.

The necessary quorum of votes being present, the Chairman H.B.M. Consul declared the meeting open.

NEW MEMBERS OF COUNCIL.—Mr. Bond then proposed that Lt.-Col. Crosse, and Messrs. L. V. Lang, E. U. Reid and M. O. Clark be elected for the incoming Council and was seconded by Mr. Forrest. The motion was carried unanimously.

THE YEAR'S ACCOUNTS.—Mr. Bond, Chairman of the retiring council, seconded by Mr. Forrest, moved that the Accounts and Report, as presented by the Council, be passed. Mr. Bond said that he would like to make a few remarks on the Accounts before they were passed. For the sake of clarity several of the headings had been subdivided by the Auditors—Messrs. Lowe, Bingham and Matthews, chartered accountants—and so there was a slight difference from the 1923 Budget presented at the last General Meeting.

EXPENDITURE.—Public Works Department.—There was nothing budgeted against this heading and as stated by the outgoing Chairman at the previous meeting, part of the salary of the D.P.W. was included in estimates for the Police, but as this item could easily be distributed over all departments it was considered better to keep it under a separate heading and other items pertaining to Public Works generally. This naturally reduced the figure against expenditure on Police.

Health and Hospital.—These accounts are now shown under three headings, Health Department Expenses, Hospital Rent and Nursing Home. The new \$3,983.20 includes passage from England, outfit and other allowances in bringing the new nurse, Mrs. Lennox Paterson, out from home, also the overlapping of pay of this nurse and Mrs. Inge. Mrs. Inge has now left the services of the Council and is on her way home to Scotland. Garden and Recreation Grounds.—Wages of 3 gardeners, grass cutting, rolling and general upkeep of all grounds under the charge of the Council, including the football ground are included under this heading.

Road Maintenance and Construction.—Ordinary routine patching has been done during the year under review as the Council had not sufficient funds allotted them to cover cost of re-laying the whole of the road surface. At the last annual meeting I pointed out that as the Crown were the owners of the Island, the fact of which Sir J. Jamieson has taken frequent opportunity to remind us, they should attend to their duties as landlords and keep their own property in repair. It is our duty to keep the roads in good order, but not, as I understand it, to do such repairs as are outside our contractual obligations.

Last year we sent a letter to H.B.M. Office of Works after the general meeting of ratepayers had expressed this view. The Office of Works sent Mr. Cruickshank here and he inspected the Bund face but owing to the tide, had no definite conclusion to make. The question of liability was not touched on.

Bonhomie.—During the typhoon last Summer the pontoon was sunk and had to be re-caulked; also necessary repairs had to be carried out on the building to keep it watertight. It appears that the Council expend each year about \$500 on the bonhomie and pontoon and are only in receipt of \$369 rent.

Crown Lease Rent.—In the budget for 1923 the estimate of \$800 included a sum for the renewal of the Crown Lease for Lot 54, on which the R.N. Canton building stands, but as the question of Crown Leases is held in abeyance until this question is finally settled with the Home Government, \$120 represents actual Crown rent paid for Lots 54, 75 and 78, \$88.55 of which is recovered from the Swimming Bath Club.

Repairs and Maintenance.—\$929.34 represents alterations and additions to the quarters occupied by the Native Police in cost of ceilings and ventilators as recommended by the Medical Officer of Health in his report last year.

Temporary Allowances in Pay.—\$421.50, as already explained in the Report, was granted by the Council, after having received an appeal from the staff and police, on account of the present increased cost of living, and we trust this action meets with the approval of Ratepayers.

Depreciation.—The whole system of accounts has been remodelled and the properties revalued by the Council's Architects whose figures have been accepted by the Council and Auditors. These figures disclosed the fact that these properties are much more valuable than the 1922 accounts would seem to indicate.

In the past it has been customary to apply the whole of the year's surplus to depreciation, an operation characterised by our Auditors as "slovenly." While the immediate financial position is quite healthy it is obvious that depreciation will occur and must be provided for out of rates if the present position is to be maintained or even improved on.

To do so the income must be increased by about 12% if the auditor's recommendation is to be carried into effect. The analysis of accounts has further disclosed to us that if the water-works are to be treated as a self-supporting undertaking and to pay interest on its share of the capital borrowed, it should produce about \$8,000 more revenue. In other words, the excess water rate should be 60 cents instead of 60 cents.

If this was done the Council would then (assuming it wishes to adequately provide for depreciation of properties, etc.) have no necessity to increase rates. To my mind this is the fairest method, that those who use the water should pay for it, and that the rates should not be burdened with what is really a loss on the Water-works undertaking.

The Council, however, considered this matter and decided in view of the large increase in income required to get an expression of opinion from the meeting. The estimates, after all, are only estimates and can be amended by a supplementary vote.

As it may be remembered that the higher values at which our properties now stand in the books necessitate larger sums for depreciation.

Previous to 1916, no depreciation at all, 1916, 10 per cent. written off but money was not found.

1917, Depreciation \$37,748, money found \$6,608, out of reserve.

1918/20, Varying sums but less than the surplus in hand.

1921/22, Whatever surplus we had was applied.

If proper system is not adopted and adhered to, ratepayers are not going to bear their fair share, either at this time or some other.

The result too of the lack of proper depreciation is that instead of the Bank's security being a satisfactory expanding one, the margin of security shrinks and when we want accommodation it will only be obtainable on onerous terms.

REVENUE.

Turning to the side of Revenue: Wharfage Dues.—In the first place this is a misnomer and as it represents an extra tax on raw silk over and above the amount paid in Business Tax, the name has been altered in the Budget for 1924 into Silk Dues. This source of revenue has not come up to expectations, owing probably to the continued political upheaval, and has only realised \$2,469.50 against an estimate of \$3,500.

Deficit.—This is accounted for by the larger sum written down for depreciation. Overdraft.—With the Hongkong and Shanghai Banking Corporation was \$87,553.13 at the end of 1922 and reduced to \$83,427.36 at the end of 1923.

Mr. Sutton enquired what the dispute was regarding the repairing of the bund. H.M. Consul General explained that the Council held the Crown responsibility for repairing the bund, whereas H.M. Office of Works had quoted By-Laws Nos. 6 and 7 of the Shamen Regulations to show that the responsibility lay with the Council. In this connection, His Majesty's Consul General later pointed out that the terms of the ordinary Crown Lease definitely placed on the landowners the responsibility for the maintenance of the Bund. Mr. Cruickshank of H.M. Office of Works came to Canton last year but owing to the state of the tide, had not been able to examine the state of the bund and the question of liability had not been mentioned. H.M. Consul General said that the matter was not one which could be decided at the meeting, but that a representative of H.M. Office of Works was due to arrive in Canton the following day and the incoming Council might then take up the question with him.

Mr. Sutton then enquired whether the Council had accepted the terms of the new Crown Leases as they had been instructed to do by the landowners 2 years before, on the condition that no better terms could be obtained.

Mr. Bond replied in the negative and said that the matter was one for leaseholders to arrange themselves with H.M. Government. In any case the matter was *sub judice* and no action could be taken at present. The Council were watching proceedings in Tientsin and Hankow where protest had been made.

Mr. Sutton asked why no sinking fund had been provided for in the estimates for 1924 as in previous years.

Mr. Bond replied and stated that he wanted an expression of opinion from the meeting.

Mr. Kitching asked why, if the overdraft had been reduced by about \$10,000, there was need of additional revenue.

Mr. Bond explained that the depreciation account had to be covered. Previously the sinking fund had been used for this purpose.

Mr. Sutton severely criticized the accounts. He asked why tax on should be increased to reduce overdraft. The result of the new system had been to make a deficit in each of \$4,570.37 and depreciation of \$14,972.65. Actually there had been a cash surplus of over \$10,000 on the year's working and taxation should be if anything reduced. The Council asked for \$14,972.65 to cover depreciation. This sum, yearly would, in 6 years, make a total equal to the overdraft at the Bank, and the buildings and machinery would have been presented free to the community by the present ratepayers. Cash was the vital factor. All that was necessary was a 10% surplus to make a sinking fund of \$8,500 which would satisfy the Bank.

Mr. Bond objected that the state of the Bank balance was not the test of the year's working. Property must depreciate and it was necessary to set aside a fund to allow for this.

Mr. Sutton pointed out that the surplus last year was over \$75,000 and this year it appeared to be \$105,006.37. The properties had all been depreciated years ago, and he was astonished that they should have been written up again. Did the Council believe that the Bank would consider the Police Station (Lot 75) as valuable security for say \$25,000, about two thirds of the value as shown in the accounts.

Mr. Brown thought that, in view of the nature of the Council's title to the Police Station lot, the bricks and mortar were the only value that the property had and that the valuation of \$25,000 was excessive.

In reply to H.M. Consul General, Mr. Bond stated that the valuation had been made by the Council's architects who considered that the property had been over-depreciated.

The Accounts and Report were then put to the meeting and passed.

(Continued on page 5.)

READY TO-DAY.

THE DIRECTORY AND CHRONICLE

OF CHINA, JAPAN, BRITISH MALAYA, INDO-CHINA, SIAM, PHILIPPINES, NETHERLANDS INDIA, ETC.

FOR 1924

SIXTY-SECOND YEAR OF PUBLICATION.

IS NOW BEING ISSUED AND CONTAINS:
ALPHABETICAL LIST OF FOREIGN BUSINESSES, THEIR PERSONNEL AND AGENCIES
CLASSIFIED BUSINESS DIRECTORY OF THE CHIEF TRADE CENTERS
ALPHABETICAL LIST OF FOREIGN RESIDENTS IN THE FAR EAST
GOVERNMENT AND OFFICIAL DEPARTMENTS
UP-TO-DATE COLOURED MAPS OF THE PRINCIPAL PORTS IN THE FAR EAST
DESCRIPTIVE AND STATISTICAL ACCOUNTS OF THE VARIOUS COUNTRIES AND TRADE CENTRES OF THE FAR EAST
TREATIES, TARIFFS, STAMP DUTIES, BROKERAGE CHARGES, PORTAL GUIDE, ETC.
BRITISH, AMERICAN AND JAPANESE NAVIES AND COASTING VESSELS.

1,500 Pages

1,500 Pages

Complete Edition \$12 local currency
Abridged Edition \$8

AN "EXTREMELY USEFUL" BOOK

Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

SIR,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desirous by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

The Managing-Director,
HONGKONG DAILY PRESS, LTD.,
HONGKONG.

Yours faithfully,
GODFREY THOMAS,
(Private Secretary.)

From 15th till 31st March

MADAME FLINT

Who is leaving for France early in April, will hold a

CHEAP SALE.

DRESSES, HATS, GOWNS.

Material Sold by yard—
Silks, Linens, Ribbons, etc.



CHINA BUILDING, 1st FLOOR.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES & CO.,

GENERAL MANAGERS,
HONGKONG.

RAGS TO RICHES.

CANTON LANDRENTERS AND RATEPAYERS.

(Continued from page 4)

THE HOUSE TAX.

Mr. Bond, seconded by Mr. Forrest, put forward Resolution 1:—

"The House Tax shall be 3.33% on the total assessed annual rental in accordance with the new assessment scheme and list already circulated; payable before 31st March, 1924."

Mr. Bond stated that the scheme of assessment which it was now proposed to put into force for the first time, whereby floor areas were taken into consideration, was sound, and at the same time fair, to all concerned and much better than the guesswork plan of past years. A clear explanation of the way in which the figures had been arrived at could not be given at the meeting as the calculations were very complicated, but the revenue would be practically the same as before. It would be equivalent to a tax of 7½%. The resolution was then put to the vote and carried.

LAND TAX.

Mr. Bond, seconded by Mr. Forrest, then put forward Resolution 2:—

"The Land Tax shall be 3.75% of H.M. Government's valuation of 1921-22 for each lot; payable before 31st March, 1924."

Mr. Bond added that this would impose a slightly higher tax on undeveloped lands which were more or less a luxury on the Island where accommodation was limited and rents high.

GODOWN TAX.

Mr. Bond, seconded by Mr. Forrest, put forward Resolution 3:—

"The Godown Tax shall be \$50 payable before 31st March, 1924."

The resolution was carried without discussion.

LICENCES.

Mr. Bond, seconded by Mr. Forrest, put forward Resolution 4:—

"Licences:—Hotel \$400; Theatre \$100; Bicycle \$5; Hawker \$2; Septic Tank \$20; Matched \$5; Minor alterations and scaffolding, \$5; Shamoon Motor-boats and Launches \$10; Outside Motor-boats and Launches \$50."

With regard to taxing Shamoon and outside Motor-boats and Launches which make use of the Municipal Pier, Mr. Bond said that the river in front of Shamoon was sitting up somewhat rapidly and the cost of dredging increasing each year; for example, the cost of dredging from around the water works intake pipes in 1922 was \$15,000, for 1923, \$24,750, and already this year \$153,930 had been spent. He had been given to understand that Major Oliverona was of the opinion that the river in front of Shamoon will continue to sit up.

After a certain amount of discussion, in the course of which it was pointed out that the Chinese might retaliate, that it would be impossible to collect the tax and that the Council had no authority to institute new licences unless a special by-law were passed and approved by H.M. Minister.

H.M. Consul General ruled that the licence fees on motor boats were ultra vires. These were therefore struck out, and the Resolution, thus amended, was carried.

BUILDING BYE-LAWS.

Mr. Bond, seconded by Mr. Forrest, put forward Resolution 5:—

"That building Bye-Laws 14 and 15 should be altered to read:—'14. Written notice shall be given to the Council of the intended erection, reconstruction, alteration of, or addition to a building within the limits of the Commission, and it shall be the duty of the person giving such notice to deposit with the Council two (2) sets of plans and sections of such intended erection, reconstruction, alteration or addition.'"

The rest of the Bye-Law will remain as at present:—

"15. A written notice with two (2) sets of plans and sections as required by the preceding Bye-law must be given to the Council at least four (4) weeks before it is the intention of the applicant to commence any building, and the Council shall signify its approval or disapproval within that period of time. In the event of the Council assenting, one set of the plans and sections originally deposited will be returned to the applicant with the Council's consent in writing, whilst the other set will be retained by the Council for reference and file."

Mr. Bond said that the wording differed only in that two sets of plans and sections were required instead of one, in order that the Council would be in a position to see that there were no alterations or additions made without the necessary consent having been first obtained. The Resolution was carried.

WATER CHARGES.

Mr. Bond, seconded by Mr. Forrest, put forward Resolution 6:—

"The Charges for water supplied by the Council shall be at the rate of 60 cents per 1,000 gallons provided that:—(a) no charge shall be made where the quarterly consumption of any building does not exceed in value 1% of the assessed rental of such building for the quarter."

(b) where the consumption of water is in excess as aforesaid, only such excess shall be charged for."

Mr. Forrest stated that the Council had not proposed to change the rate for water from 60 cents a gallon but they wished to obtain from the ratepayers an expression of opinion in regard to the sinking fund. For this year the Council was leaving the question of depreciation (or appreciation) to be settled by the new Council and the expression of opinion of the meeting.

Mr. SUTTON said he gathered that there was not enough income from the water works to cover depreciation.

Mr. Bond replied that the income from the water works was \$12,133.43 gross profit. Allowing for proper depreciation, he arrived at \$714.28 on buildings, \$7,708 on machinery, \$484.40 on water meters and \$9,821.08 interest on capital outlay at 7 per cent, which represented a net loss actually of \$2,012 on the under-taking.

Mr. SUTTON said that, according to the accounts, the water sales amounted to \$13,000 odd actual revenue for 1923. On the other side water works running expenses are \$8,000 odd, leaving \$5,000 plus. He took that to represent the 1 per cent.

Mr. Bond replied that the balance represented interest on capital and asked Mr. SUTTON what he wanted done. The latter replied that he wanted nothing done—he did not want the rate raised.

Mr. Bond said if Mr. Forrest felt satisfied with the things as they were, he was satisfied.

Resolution 6 was then put to the meeting and carried.

Resolutions 7, 8, and 9 were proposed by Mr. Bond, seconded by Mr. Forrest:—

"Resolution 7:—The following rent shall be paid into the Council quarterly and in advance, for the use of meters; the quarters shall be considered to commence on the 1st day of January, the 1st day of April, the 1st day of July and the 1st day of October:—

3/4 meter, \$5 per quarter.

1/2 meter, \$3 per quarter.

1/4 meter, \$1 per quarter.

3/8 meter, \$1 per quarter.

1/8 meter, \$1 per quarter.

1/16 meter, \$1 per quarter.

1/32 meter, \$1 per quarter.

1/64 meter, \$1 per quarter.

1/128 meter, \$1 per quarter.

1/256 meter, \$1 per quarter.

1/512 meter, \$1 per quarter.

1/1024 meter, \$1 per quarter.

1/2048 meter, \$1 per quarter.

1/4096 meter, \$1 per quarter.

1/8192 meter, \$1 per quarter.

1/16384 meter, \$1 per quarter.

1/32768 meter, \$1 per quarter.

1/65536 meter, \$1 per quarter.

1/131072 meter, \$1 per quarter.

1/262144 meter, \$1 per quarter.

1/524288 meter, \$1 per quarter.

1/1048576 meter, \$1 per quarter.

1/2097152 meter, \$1 per quarter.

1/4194304 meter, \$1 per quarter.

1/8388608 meter, \$1 per quarter.

1/16777216 meter, \$1 per quarter.

1/33554432 meter, \$1 per quarter.

1/67108864 meter, \$1 per quarter.

1/134217728 meter, \$1 per quarter.

1/268435456 meter, \$1 per quarter.

1/536870912 meter, \$1 per quarter.

1/1073741824 meter, \$1 per quarter.

1/2147483648 meter, \$1 per quarter.

1/4294967296 meter, \$1 per quarter.

1/8589934592 meter, \$1 per quarter.

1/17179869184 meter, \$1 per quarter.

1/34359738368 meter, \$1 per quarter.

1/68719476736 meter, \$1 per quarter.

1/137438953472 meter, \$1 per quarter.

1/274877906944 meter, \$1 per quarter.

1/549755813888 meter, \$1 per quarter.

1/1099511627776 meter, \$1 per quarter.

1/2199023255552 meter, \$1 per quarter.

1/4398046511104 meter, \$1 per quarter.

1/8796093022208 meter, \$1 per quarter.

1/17592186044416 meter, \$1 per quarter.

1/35184372088832 meter, \$1 per quarter.

1/70368744177664 meter, \$1 per quarter.

1/140737488355328 meter, \$1 per quarter.

1/281474976710656 meter, \$1 per quarter.

1/562949953421312 meter, \$1 per quarter.

1/1125899906842624 meter, \$1 per quarter.

1/2251799813685248 meter, \$1 per quarter.

1/4503599627370496 meter, \$1 per quarter.

1/9007199254740992 meter, \$1 per quarter.

1/18014398509481984 meter, \$1 per quarter.

1/36028797018963968 meter, \$1 per quarter.

1/72057594037927936 meter, \$1 per quarter.

1/144115188075855872 meter, \$1 per quarter.

1/288230376151711744 meter, \$1 per quarter.

1/576460752303423488 meter, \$1 per quarter.

1/1152921504606846976 meter, \$1 per quarter.

1/2305843009213693952 meter, \$1 per quarter.

1/4611686018427387904 meter, \$1 per quarter.

1/9223372036854775808 meter, \$1 per quarter.

1/18446744073709551616 meter, \$1 per quarter.

1/36893488147419103232 meter, \$1 per quarter.

1/73786976294838206464 meter, \$1 per quarter.

1/147573952589676412928 meter, \$1 per quarter.

1/295147905179352825856 meter, \$1 per quarter.

1/590295810358705651712 meter, \$1 per quarter.

THE "TAI-LEE" PIRACY.

ENQUIRY RESUMED.

CONFLICTING EVIDENCE.

The enquiry was resumed yesterday afternoon into the circumstances surrounding the murder of Capt. Willox, late master of the s.s. Tai Lee, who was shot by pirates on board his vessel on January 21st.

Mr. R. E. Lindell (Coroner) presided and the Jury consisted of Messrs. H. R. Hancock (foreman), F. A. Perry and A. F. B. Silver-Netto.

Mr. C. G. Pardue, A.S.P. and Assistant Director of Criminal Intelligence, watched the enquiry on behalf of the Police. Mr. W. B. Hind appeared for the China Coast Officers' Guild and the Marine Engineers' Guild of China.

The Coroner said that a member of the Jury had raised the point as to whether Captain Willox made any statement before he died. In this connection a letter had been received from the hospital at Kowloon, where Capt. Willox was sent on the arrival of the steamer there. The letter stated that Capt. Willox made no statement there, and that he was not in a fit condition to do so. From this it appeared that the deceased made no dying deposition.

PILOT'S EVIDENCE.

Chan Ng, No. 1 pilot on the s.s. Tai Lee for the last three years, said he was on duty on the bridge at the time of the piracy. As far as he knew no passengers came on board at Wong Moon. When they left Wong Moon, Capt. Willox was in charge on the bridge. He noticed a man standing behind the dodger near the wheel-house on the starboard side. The Captain went away almost immediately and witness took charge. The quartermaster was at the wheel-house. He saw three men climb up through the hatchway in front of the bridge from the fo'c's'le.

The Coroner: When these men climbed up was the Chief Officer on the bridge?

The witness: Yes. "He was at the side of the bridge."

"What happened then? Three men climbed up and two of them pointed fire-arms at me. The third took a position at the port-side dodger."

You heard shots fired?—Yes.

What was the Chief Officer doing?—When the shots were fired I did not see him. He had disappeared.

Witness said he did not know any of the pirates. He could not see their faces as it was dark and raining. The pirates told him to keep a good look out; otherwise he would be shot. He was ordered to take instructions from the pirates as to the navigation of the vessel. He did not see the bosun that night. He did not come on the bridge. The vessel was first steered in the direction of Kowloon but a little later he was ordered to steer the ship to Tung Ma Ling.

Witness went on to describe how the pirates left the ship and said his final instructions were not to weigh anchor until the pirates had blown a whistle from the shore. He did not know then that the Captain had been shot. On hearing the whistle blown he gave orders for the anchor to be weighed.

The Coroner: Without consulting a European Officer?—Yes.

Why did you do that?—They said that I was not to leave until the whistle was blown.

You are not the Captain of the ship. What business had you to do that without orders from the European Officers?—I was ordered by the pirates not to weigh anchor until the whistle was blown.

The Coroner: You mean you wanted to get away as quickly as possible?—Yes, I wanted to take the Captain ashore as quickly as possible.

But you did not know the Captain was shot?—I could hear him groaning.

Witness went on to say that after the pirates had left, the Captain asked him in English to bring a blanket and his hat. This was all the Captain said to him.

The Coroner: And the Chief Officer was still not visible at the time?—No. You did not see the Chief Engineer?

No. Hancock: You did not at any time, in the course of the piracy, see the bosun on the bridge?—No.

Nor hear his voice?—No.

The Coroner: Well, the Chief Officer has given evidence that when he went on the bridge the bosun came to him on the bridge and said 60 pirates were on board?—I did not see the bosun speak to the Chief Officer.

Witness, in reply to Mr. Hind, said that the whistle blown from the shore was similar to that used on ships by the bosun.

COMPROMISE RE-CALLED.

The Compromise, re-called, said he was responsible for the first-class Chinese passengers on board. On the night of the piracy there were only three first-class passengers on the boat deck. One of them was a friend of his; the other two were his staff officers.

Oh he is a General, then, is he? queried the Coroner.

Witness: He is the Commander of a Brigade.

The Coroner: What? Commander of the brigands? (Laughter.)

Witness: No, no, Commander of a Brigade.

Witness went on to say that these three passengers occupied one cabin. The other first-class cabins were not occupied by Chinese as far as he knew. When the ship reached Kowloon the three passengers were still on board. These passengers travelled free. He did not know whether any of the passengers (second-class) were taken ashore by the pirates.

(Continued on next column.)

VOICE OF THANKS.

A vote of thanks was offered to the Chairman of the meeting and by H.M. Consul General to the outgoing Council whereupon H.M. Consul General declared the meeting closed.

The minutes are signed by Mr. Bertrand Giles—H.B.M. Consul-General, Canton.

QUARTERMASTER'S EVIDENCE.

Tsang Shui, quartermaster for six years of the s.s. Tai Lee, said he was on duty in the wheel-house when the ship was pirated. After the ship had left Wong Moon the Captain handed over the charge of the ship to the pilot and went away. The wheel-house doors were closed. When someone opened the door on the starboard side he saw the bosun motion the Chief Officer into the wheel-house. He heard the bosun say to him in Chinese: "You go inside." He heard no mention of pirates. The Chief Officer sat down on a stool and the bosun shut the door and went away.

The Coroner: Did you not think it rather extraordinary that the bosun should order the Chief Officer into the wheel-house?—Yes; but nothing unusual happened for the moment. Witness added that he did not hear fire-arms fired until after the Chief Engineer was brought into the wheel-house. Previous to that he could not remember distinctly whether he heard shots fired. Later, shots were fired on either side of the bridge. He heard a voice from the bridge saying: "Keep the ship on her usual course."

Witness went on to say that on the voyage to the pirates' lair he received his orders from the pilot. At one time he heard the bosun call out that if anybody moved they were to be shot.

Questioned by Mr. Hancock the witness said that after the firing ceased he heard the Captain's groans from the deck.

THE CARPENTER'S STORY.

Chan Cheung, No. 1 carpenter of the s.s. Tai Lee for two years, said that at the time the anchor was weighed at Wong Moon he was working the windlass on the main deck whilst the bosun was at the fo'c's'le, heading, directing operations. He then climbed a ladder forward to 'tween decks, and then on to the upper deck by the companionway amidships. On his way up he passed the bosun on the fo'c's'le deck securing the anchor. The grille of the companionway was down and locked and he had to ask the Indian Guard to open it for him. He went to his cabin aft on the upper deck. The bosun and the No. 2 carpenter shared the cabin with him. Four or five minutes after he arrived there the bosun came along with two other men whom he did not know. The bosun said the two men were his friends and asked witness to light a lamp as they were going to smoke opium. As there was no opium, the bosun went away and came back two minutes later with a pot of opium. They all three finished the pot of opium and went away together.

A few minutes later, whilst lying on his bunk, he heard the sound of fire-arms. He got up and closed the door. As he was unfastening the hook one of the crew appeared outside and said: "Don't close the door. If you do you will be shot." He did not go outside. About 4 a.m. the bosun came back with a pirate (who was armed) and ordered him to go forward and let go the anchor. He did so.

Questioned by the Coroner as to a statement by one of the Indian Guards that the bosun had gone up on the top deck before him, after weighing anchor at Wong Moon, the witness said that this was not true. He was certain that he (witness) went up first.

The Coroner: Well, then, is it true that as the guard bent down to lock the grille after you had passed through, he was shot and mortally wounded through the grille?—I know nothing about that. That is untrue.

The Jury decided that no further evidence was necessary and the hearing of evidence was closed.

The Coroner intimated that it would be necessary for him to sum up at some length and that either Mr. Bruton or Mr. Hind would probably desire to address the Court from the point of the view of their clients. The Jury, he thought, would not so much have to find as to the actual cause of the death of Capt. Willox, but to consider any rider they might think necessary. For this he proposed to adjourn the proceedings to another afternoon.

The Enquiry was adjourned until Friday afternoon.

ALLEGED THEFT OF RICE.

ASSISTANT COMPRADORE OF THE S.S. "TEAN" CHARGED.

At the Magistracy, yesterday morning, before Mr. R. E. Lindell, a Chinese named Tam Koon, described as the assistant compradore of the s.s. Tean, of the China Navigation Company, was charged with the larceny of 10 sacks of rice, the property of Messrs. Butterfield and Swire.

Another man, named Tsing Ying, was charged with receiving the alleged stolen property.

Mr. D. McCallum appeared for the first defendant and asked for a formal remand of one week. This was granted and the defendants were allowed out on bail of \$1,000 each.

NEWS AND VIEWS.

Both the local evening papers yesterday published special articles on the March Settlement, which took place yesterday.

One said: "Ice House Street was a scene of much activity this morning, brokers and broker's clerks scudding up and down with bundles of cheques and scrip like ants on an anthracite."

The other said: "Ice House Street has been almost deserted all day, office work claiming the attendance of brokers and their assistants."

You pay your money and take your choice.

SUMMER UNDERWEAR for MEN



COOLNESS WITHOUT CHILL.

ON REALLY HOT DAYS, WHEN THE COOLEST OF COOL DRINKS FAIL.

AERTEX WILL KEEP YOU FRESH AND COOL.

WEAR

AERTEX UNDERWEAR.

WARMTH WITHOUT DISCOMFORT—

COOLNESS WITHOUT CHILL.

TENNIS SHIRTS...	7.50	AND	9.50
DAY SHIRTS...	6.00	"	7.50
UNDER-SHIRTS...	6.00	"	3.50
TRUNK DRAWERS...	6.00	"	3.50
COMBINATIONS...	—		10.50

SIZES TO FIT THE SMALLEST AND LARGEST MAN.

AGENTS FOR—

AERTEX UNDERWEAR

LANE, CRAWFORD, LTD.

PURE FRUIT ESSENCE

MAKES REFRESHING SUMMER DRINKS

35 cents will make 35 ozs. Syrup

BANANA

PINEAPPLE

RASPBERRIES

POMEGRANATE

NEW ADVERTISEMENTS

BILLIARDS.

HO KONG TONG CUPS.

THE ENTREE for the HO KONG TONG'S BILLIARD HANDICAP to be held at the Palace Hotel, has been POSTPONED until 9th JULY, 1924, to enable the Championship Competitions to be completed. [583]

Can Thoroughly Recommend Good Baby AMAR, free Middle of April.
Mrs. J. H. SCOTT,
No. 9, Braekome Towers,
May Road.
[527]

TO LET.

BRIGHT LARGE OFFICE ROOMS, Strong Room with Patent Bank Door, Ground Floor, 6, DUNDAS STREET.
Mr. WONG KWONG TIN,
28, Des Voeux Road, Central.
Telephone 3399. [555]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Owners and Underwriters to Sell by Public Auction on

TUESDAY, the 1st APRIL, 1924.

at Noon

at their Sales Room, DUNDAS ST.,

HONGKONG.

THE BRITISH RIVER STEAMER

"HEUNG SHAN"

as the now lies in her present condition in

the Canton River, beached opposite

Larkins Point (Kellott Reach)

Blueholm Passage

Terms—Cash on Fall of Hammer when the

Vessel will be at Purchaser's Risk.

LAMBERT BROS.,

Auctioneers.

ROYAL ARTILLERY ATHLETIC

MEETING.

U.S.R.C. GROUND, KOWLOON.

LIEUT. COLONEL W. O. S. SANDERS

and the OFFICERS, Royal Artillery,

HONGKONG, will be AT HOME to any of their

Friends between 3 and 6 p.m., FRIDAY,

MARCH 28th.

Hongkong, March 24th, 1924. [549]

R. A. ATHLETIC MEETING.

28th MARCH, 1924.

U.S.R.C. GROUND, KOWLOON.

A T the above Meeting there will be a

MILE RACE Open to the Services and

all British Residents in the Colony.

The Race is timed for 3.20 p.m.

Hongkong, 24th March, 1924. [550]

GULA KALUMPONG RUBBER

ESTATE, LTD.

NOTICE IS HEREBY GIVEN that the

TRANSFER BOOKS of the Company will

be CLOSED from MONDAY, the 25th

MARCH, 1924, to FRIDAY, the 11th APRIL,

1924, both days inclusive.

By Order,

LOWE, BINGHAM & MATTHEWS,

Colonial Register.

Hongkong, 21st March, 1924. [540]

PUBLIC DINNER

TO

SIR WILLIAM REES DAVIES, K.C.

IT is proposed that a DINNER should be

given by the FOREIGN COMMUNITY

in honour of the Departing CHIEF JUSTICE

at the "HONGKONG HOTEL," on SATURDAY,

12th APRIL, at 8 p.m.

Gentlemen wishing to be present should

notify on or before 5th APRIL, their intention to

COLOVEL ROBERTSON, Hongkong Club,

who will supply all Particulars.

Hongkong, 22nd March, 1924. [542]

POSITION VACANT.

WANTED by an Old Established British

Firm in Outport, Reliable YOUNG

MAN (British) with at least Three Years'

General Business Experience. One conversant

with Accounting, Shipping and/or Insurance

preferred. Applicants must apply in own

handwriting, stating Previous Experience and

enclosing Copies of any Recommendations they

have. Good Opening for the Right Man.

Apply to Box No. 545,

c/o Hongkong Daily Press.

TO LET

FURNISHED HOUSE, in Good Position

at Peak, Hot and Cold Baths. From

Middle April to September.

Apply Box No. 489,

c/o Hongkong Daily Press.

[469]

P. & O. S. N. CO.

STEAMER FOR

AUSTRALIA, COLOMBO, AUSTRIA,

BOMBAY, EGYPT

MEDITERRANEAN PORTS

& LONDON.

Through Bills of Lading issued for Batavia,

Persian Gulf, Continental, Americas

and South African Ports.

THE Steamship "SICILIA," Captain

H. C. Davis, carrying His

Majesty's Mails, will be despatched from

this Port on or about FRIDAY, 28th

MARCH, 1924, at Noon, taking Passengers

and Cargo for the above Ports.

Suits and Valuables and Tea for Italy, France

and London (under arrangements) will be trans-

shipped at Bombay into the Mail Steamer pro-

ceeding direct to Marseilles and London.

Parcels will be received at this Office until

Noon, the day before sailing. The contents

and value of all packages are required.

For further particulars apply to—

MACKINNON, MACKENZIE

& CO.,

Agents.

Hongkong, 25th March, 1924. [518]

INTIMATIONS

DIRECTORY AND CHRONICLE

FOR

CHINA, JAPAN, ETC.,

1924 EDITION.

THE First 300 Copies of the Hongkong

Issue of "THE CHRONICLE AND

DIRECTORY" for CHINA, JAPAN, etc.,

for 1924, are NOW READY.

It will expedite delivery if those Subscribers

who can do so will send for their Copies to the

Town Office of "The Hongkong Daily Press,"

1A, Chater Road (3rd floor) at Any Time after

9 A.M., TO-DAY.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.'S STEAMER

"KALYAN."

ARRIVED HONGKONG ON 22ND MARCH, 1924.

FROM ANTWERP, LONDON, MALTA,

PORTSAID, COLOMBO AND

STRAITS.

CONSIGNEES of Cargo by the above

named vessel are hereby informed

that their Goods are being landed and

placed at THREE SIX in the Hongkong and

Kowloon Wharf and Godown Company's

Godowns at Kowloon, where each consignment

will be sorted out mark by mark and delivery

can be obtained as the Goods are landed.

Optional goods will be landed here unless

instructions have been given to the contrary

six hours before arrival of the steamer.

Goods not cleared within 8 days, including

date of arrival will be subject to rent.

No Fire Insurance will be effected by us in

any case whatever.

Damaged packages must be left in the

Godowns for examination by the Consignee, and

the Company's Surveyors, Messrs. GODDARD

& DOUGLAS, at 10 A.M., on Mondays and

Thursdays.

All Claims must be presented within ten days

of the Steamer's arrival here, after which date

they cannot be recognized.

No Claims will be admitted after the Goods

have left the Godown.

MACKINNON, MACKENZIE & CO.,

Agents.

Hongkong, 22nd March, 1924. [544]

THE EAST ASIATIC CO. LTD.

COPENHAGEN.

THE M/S

"SIAM"

having arrived, Consignees of Cargo are

hereby informed that all Goods are being

landed and placed at their risk into the

hazardous and/or extra hazardous Godowns

of the Hongkong & Kowloon Wharf and

Godown Co., Ltd., where delivery can be

obtained as soon as the goods are landed.

No Claims will be admitted after the

Goods have left the Godowns, and all Goods

remaining undelivered after the 2nd of

April, 1924, will be subject to rent.

All broken, chafed and damaged Goods

are to be left in the Godown, where they

will be examined by Messrs. GODDARD &

DOUGLAS on the 2nd April, 1924, at 10 A.M.

All Claims against the vessel must be

presented to the Undersigned before the 5th

of April, 1924, or they will not be

recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JOHN MANNERS & CO., LTD.,

Agents.

Hongkong, 25th March, 1924. [552]

S.S. "ANGKOR"

SERVICES CONTRACTUELS DES

MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from MARSEILLE,

Lyon, etc., in connection with above

Steamer are hereby informed that their

goods with the exception of Opium, Treasure

and Valuables are being landed and stored

at their risks into the Godowns of the Hong-

kong-Kowloon Wharf and Godown Co., Ltd.,

Kowloon, whence delivery may be obtained

immediately after landing.

Bills of Lading will be countersigned by

the Undersigned. Goods remaining unclaimed

after the 31st instant, at Noon, will be

subject to rent and landing charges.

All claims must be sent in to me on or

before the 4th April, 1924, or they will not

be recognized.

All damaged packages will be examined on

Saturday, the 28th instant, at 10 A.M., by

Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

R. BODENFUSCH,

Acting Agent.

Hongkong, 24th March, 1924. [551]

RICKMERS LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG AND ANTWERP.

THE Steamship

"NAZARENO"

having arrived from the above ports, Consignees of Cargo are hereby informed that their

Goods are being landed at their risk into the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., Kowloon, and

stored at Consignee's risk and expense.

Optional Goods will be carried on unless

instructions are given to the contrary before

Noon, To-day.

All broken, chafed, and damaged goods

are to be left in the Godowns, where they

will be examined on 28th inst., at 10 A.M.

All claims must be presented within fifteen

days of the Steamer's arrival here, after which

date they cannot be recognized.

No Claims will be admitted after the

Goods have left the Godowns, and all Goods

remaining undelivered after the 31st inst.,

will be subject to rent.

Consignees of cargo are hereby notified that

they must produce an Import permit signed

by the Superintendent of Imports & Exports,

Hongkong, before Bills of Lading can be

countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

NAAMLOOZE VERBODENDE,

CARL BODIKER & CO.'s

HANDELSMAATSCHAPPIJ (LTD.),

Agents, Rickmers Line.

Hongkong, 24th March, 1924. [553]

INTIMATIONS

NOTICE.

THE THIRD ANNUAL GENERAL

MEETING of the "BRITISH

LEGION" will be held in the Board Room of

Messrs. JARVIS, MARSHALL & Co., Ltd., on

THURSDAY, 27th MARCH, 1924, at 5.30

p.m. for the purpose of receiving the REPORT

and ACCOUNTS for the Year 1923, and of

electing OFFICERS and other MEMBERS

of the COMMITTEE for the ensuing year, and

of appointing HONORARY AUDITORS,

and of dealing with any other Business.

By Order of the General Committee,

R. E. CABLE,

Hon. Secretary.

HONGKONG JOCKEY CLUB.

EXTRA RACE MEETING 1924.

MEMBERS' SEASON TICKETS are now

Ready and may be obtained by those

Members who have not already received them

from Messrs. LINSTRAD & DAVIS, Alexandra

Buildings.

C. B. BROWN,

Secretary.

HONGKONG JOCKEY CLUB.

THE FIRST EXTRA RACE MEET-

ING will be held (weather permitting)

at HAPPY VALLEY on SATURDAY, 28th

MARCH, 1924, commencing at 3 p.m.

The Charge for Admission to the Public

Enclosure will be \$1. Soldiers and Sailors in

Uniform, Half Price.

Members are advised that they must show

their Season Tickets to obtain Admission to

the Members' Enclosure.

Each Member has the right of introducing 2

Non-members to the Members' Enclosure

Tickets for whom can be obtained from

Messrs. LINSTRAD & DAVIS at \$5. each up

to FRIDAY, MARCH 28th.

The Stewards invite the Ladies of Hong-

kong to be present.

CHINA SUGAR REFINING CO.

THE FORTY-SIXTH ORDINARY

ANNUAL MEETING of the SHARE-

HOLDERS of the above Company will be

held at the Offices of the General Agents,

PETER SMITH, on MONDAY, the 31st

MARCH, 1924, at 11.00 A.M., for the purpose

of receiving the Report and Statement of

Accounts for the Year ending 31st December,

1923.

The TRANSFER BOOKS of the Company

will be CLOSED from the 17th to

31st March, 1924, both days inclusive.

JARDINE, MATHESON & CO. LTD.,

General Agents.

INSTITUTION OF ELECTRICAL

ENGINEERS (CHINA CENTRE).

FOLLOWING upon the Organization to the

above Centre, Members of any Grade of

the Institution, resident in China, who have not

received Communications concerning the Centre

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]GREEK ROYAL FAMILY.
MOTION FOR EXILE AND SALE
OF PROPERTY.

ATHENS, March 24th.

Negotiations with the Royalists having proved unfruitful, the Government has presented a motion to the Assembly proclaiming the abolition of the Dynasty, the banishment of members of the Royal Family, the compulsory sale of their property, and the establishment of a Republic, provided that the creation of a Republic is confirmed by a Plebiscite. The Assembly passed a vote of confidence in the Government by 250 votes to 3, amid great enthusiasm. This fore-shadows the adoption of the aforementioned motion to-day. The supporters of M. Kafandaris were absent from the sitting.

OVERTHROW OF THE DYNASTY.

LATER.

The Assembly passed a resolution in favour of the overthrow of the Dynasty and the establishment of a Republic.

IRISH MUTINEERS.
FIRST INSTALMENT OF ARMS
RETURNED.

DUBLIN, March 24th.

It is announced that Mr. McGrath has handed to General O'Duffy the arms and equipment which the mutineers took from Gormanstown and Daldonnel. It is expected that the remaining arms will be restored within twenty-four hours.

TURKISH CONSTITUTION.
STORMY SCENE DURING DEBATE
IN ASSEMBLY.

CONSTANTINOPLE, March 24th.

A serious situation has been created owing to the Assembly rejecting, after stormy scenes, an article in the new Constitution empowering the President to dissolve the Assembly.

EARLIER CABLES.
GHASTLY TRAIN DISASTER.
MUTILATED VICTIMS
UNRECOGNISABLE.

Metz, March 24th.

The international express from Oxford to Bale collided with a goods train at Bendorf in the night, and eight dead and eleven injured passengers have been reported up to the present.

Owing to their terrible mutilation, six out of the eight killed in the disaster cannot be identified, beyond the fact that two are soldiers, one is a postman and one a woman.

It appears that a mail van and two passenger coaches were telescoped. It is believed the other victims are still beneath the wreckage.

HOW THE TRAGEDY OCCURRED.

LATER.

The collision was due to a mistake at the points, switching the express on to a side line, whether the goods train had been previously diverted. Heartrending scenes followed, the express crashing into the goods train at full speed.

SIGNALMAN ARRESTED.

LATER.

The signalman at Bendorf has been arrested.

It is alleged that he fell asleep after the goods train had passed, and forgot to alter the signals. It is stated that he did not wake up until after the accident.

TRAGEDY OF THE THAMES.
SHOCKING COLLISION OF TWO
STEAMERS.

SAILORS KILLED IN THEIR SLEEP.

LONDON, March 24th.

A night time collision in the Thames between the Shaw Savill cargo boat *Matutua* and the United States Line cargo steamer *American Merchant*, resulted in eight aboard the *Matutua* being killed outright in their bunks, and three being severely crushed. These latter have been sent to hospital.

It is believed the *American Merchant*, which is a vessel of seventy-five hundred tons, on her maiden voyage from New York, crashed into the *Matutua* broad-side on, off Hothaven, and struck her amidships. In the engine-room. The *Matutua* filled quickly, but the Captain managed to beach her. The *American Merchant* was damaged, and proceeded to Tilbury, with pieces of the *Matutua's* plates hanging on her bow, and her flag at half mast.

LONDON TRANSPORT STRIKE.
TRAFFIC BILL TO OPERATE WITH
ALL SPEED.

LONDON, March 24th.

In the House of Commons, replying to a question with regard to the tram strike, Mr. Gosling, announced that the Government would introduce a London Traffic Bill to-morrow and pass it as rapidly as possible.

Mr. MacDonald emphasized that the Government was working it hardest to end the dispute as speedily as possible.

COURT OF ENQUIRY'S HUSTLE.

LATER.

With extraordinary promptitude the court of enquiry into the London transport strike has issued an interim report, stating that, *inter alia*, nobody has seriously questioned the workers' claim to increased wages. The crisis has arisen owing to the inability of the various undertakings to earn sufficient to meet the claim. It concludes that the only present hope of re-opening negotiations between the parties is an undertaking by the Government to press forward legislation placing the metropolitan passenger traffic under co-ordinating control.

Mr. MacDonald, accompanied by Messrs. Gosling and Shaw, met Lord Ashfield and Mr. Bevin at the House of Commons, after which it was announced that both sides to the transport dispute would resume negotiations at the Ministry of Labour to-morrow.

COMMONS AND QUEENSTOWN
OUTRAGE.

MR. THOMAS' FAITH IN IRISH
GOVERNMENT.

LONDON, March 24th.

In the House of Commons, replying to Mr. Neville Chamberlain Mr. Thomas expressed the Government's deepest sympathy for the victims of the cowardly and brutal outrage at Queenstown—(cheers), and their relatives and friends. He emphasized that the Government of every governing Dominion was solely responsible for the preservation of law and order within its own territories. He was assured that the relations of the British troops with the inhabitants of Queenstown had always been very friendly—(cheers)—and there had not been the slightest complaint of the conduct of the troops.

The Government was completely confident that the Free State Government earnestly desired to track down and bring to justice the perpetrators of the outrage, and wipe out this blot on Irish honour. He was sure the overwhelming majority of Irish people were behind their Government and against the perpetrators of the crime, which was almost certainly the act of irresponsible individuals with the motive of causing the downfall of the Free State Government by embroiling it with Britain.

REPARATIONS SITUATION.
REPORTED TROUBLE SAID TO BE
EXAGGERATED.

LONDON, March 24th.

Reuter's political correspondent understands that no special significance is attached to the visit by the British reparations experts to London, who are merely continuing the policy of keeping in touch. The expert committee dealing with the flight of German capital abroad has practically finished its labours, but the other committee is still dealing with the problem of stabilizing German currency and balancing the budget. Talk of new difficulties should not be taken too seriously, as it appears only relates to the question of drafting. It would be premature to say when the reports of the committees will be published, but they will be issued as speedily as possible.

SOVIET ENVOYS TO LONDON.

LONDON, March 24th.

Russia will be represented by a very influential deputation at the Anglo-Russian conference to deal with outstanding questions between the two countries. The deputation is expected to arrive in ample time to open discussions early in April, and includes Messrs. Rakovsky and Litvinoff.

BAR TO SELF-GOVERNMENT.
FOOLISH SWARAJIST TACTICS IN
CENTRAL PROVINCES.

NAGPUR, March 24th.

Consequent on the Legislature's rejection of the supply measures, the Governor announced his decision to certify the expenditure essential for carrying on the administration. He is restoring practically all the supplies for the reserved department while with respect to the transferred department he has been authorised only to sanction essential expenditure, therefore all development schemes will be held up. He is unable to sanction a reasonable salary for Ministers, which the Council has reduced to two rupees, therefore he is obliged to take over the transferred administration himself. It is pointed out that the Legislature's action has deprived the province of urgent developments, and a very important advance towards self-government.

BENGAL FELLOWS SUIT.

CALCUTTA, March 24th.

The Bengal Council continues to reject Budget items.

To-day it rejected votes aggregating 19½ lakhs, including an appropriation for Ministers' salaries.

MINERS' WAGES QUESTION.
HOPES OF SETTLEMENT BY
"INDUSTRIAL METHODS."

LONDON, March 24th.

In the House of Commons, replying to questions, Mr. MacDonald said the Government did not intend to introduce the Miners' Minimum Wage Bill in order to settle the present dispute, which he hoped could be settled by industrial methods.

ROYAL BROADCASTER.
H.M. THE KING TO USE WIRELESS
AT EMPIRE EXHIBITION.

LONDON, March 24th.

The whole country is to listen to the King's speech on the opening of the Empire Exhibition on April 23rd. The speech will be delivered directly into a microphone and be broadcast to all stations.

EX-FOES AND LAWN TENNIS.
OBJECTION OF INTERNATIONAL
FEDERATION.

PARIS, March 24th.

A meeting of the International Lawn Tennis Federation has decided to admit Japan as a member of the Federation, with four votes. Rumania has also been admitted. Applications from Austria and Hungary were postponed, but the ban against members of the Federation playing representatives from Austria and from Hungary was raised.

HEAVY SLUMP IN TIN.

LONDON, March 24th.

Tin this morning slumped twenty pounds, to two hundred and fifty-nine. There was heavy American selling.

BOMBAY MILLS BEGIN WORK

BOMBAY, March 24th.

Work has been resumed at all except eight cotton mills.

HAMBURG STRIKE SETTLED.

HAMBURG, March 24th.

The dock strike has been settled.

A ROYAL PRIVILEGE.

Prince George, from whose car a suit case containing dress clothes and jewels was stolen in London, has received back the most valuable of the contents of the case. The restoration came about in dramatic fashion. A man entered a West End police station and asked to see the officer on duty. He produced certain articles and asked if these were part of the missing property. They were identified by means of the circulated description and the man was thanked. He said that he had been the unsuspecting buyer of the trinkets and this statement is accepted by the police as true.

Behind the incident, however, according to the *Daily Chronicle*, lies an old established tradition that Royalty shall be exempt from robbery. At the time of the theft Prince George was occupying a two-seater car which had nothing to distinguish it as a Royal car. The suit case was lifted without the thief having any idea that it belonged to the King's son. Besides the Royal Family, members of the Jockey Club are also exempt by a similar unwritten law, from robbery, at any rate on the race course.

EARLIER CABLES.
[REUTER'S AMERICAN SERVICE.]
DEARER THAN COAL.

SHIP REACHES PORT BY BURN-
ING ALCOHOL.

YARMOUTH, Nova Scotia, March 24th.

The steamer *Marin*, owned in New York, carrying a cargo of liquor from Havana to St. Pierre, limped into port twenty-four days late, after burning seven hundred cases of alcohol, valued at a quarter million dollars, as a substitute for coal, which was exhausted after a gale had driven the vessel far into the Atlantic.

The crew are half-starved, and report the vessel made only four knots with probably the most expensive fuel ever used on a steamer.

GERMAN TOYMAKERS IN
CANADA.
EXPERTS TO START A FACTORY.

MONTREAL, March 24th.

A hundred German immigrants arrived during the week-end, and twenty expert German toymakers, with their families, are expected shortly, in connection with the proposal to start a local toy factory.

DIGNITY OF THE SENATE.
STEPS TO COMMIT UNWILLING
OIL WITNESS.

WASHINGTON, March 24th.

With a view to having Mr. Sinclair adjudged guilty of contempt, the Senate has decided to certify to the United States Attorney his refusal to answer questions before the oil committee. Another witness who refused to be examined is Mr. Chase, a son-in-law of Mr. Fall, the Secretary for the Interior.

"GRAFTER" GOES TO GAOL.
TERM IN SING-SING FOR ANTI-
SALOON LEADER.

NEW YORK, March 24th.

Counsel for Anderson, the Anti-Saloon leader convicted of "graft," having failed to secure a certificate of "reasonable doubt" from the Supreme Court, announces that his client will surrender to serve a term in Sing-Sing.

It is estimated that Anderson's sentence may be reduced to about nine months if he gets full allowance for good conduct.

DOUGHTY BRITISH WOMEN.
U.S. LADY HOCKEY PLAYERS COME
BACK DEFEATED.

NEW YORK, March 24th.

The American Women's hockey team has returned from Europe. The members spoke highly of their British opponents' play. The only victory gained by the American team was in Paris.

NEW AMERICAN CARDINALS

ROME, March 24th.

The Pope in a private consistory has announced that Monsignors Haye and Mundelin, the Archbishops of New York and Chicago respectively, have been appointed Cardinals.

AMERICAN FOOD GIFTS FOR
GERMANY.

WASHINGTON, March 24th.

The House of Representatives has passed a resolution to appropriate ten million dollars for the purchase of foodstuffs for women and children in Germany.

U.S. AIRCRAFT INDUSTRY.

WASHINGTON, March 24th.

The House of Representatives has passed a resolution authorising an investigation into the aircraft industry in the United States, also the army, navy and postal air services.

THE DUELLO UP-TO-DATE.

BUENOS AIRES, March 24th.

Generals Justo, Minister of War, and Delleplaine, Commander of the Garrison, have fought a duel, both being seriously wounded. The Minister's criticism of the army caused the quarrel.

INTERNATIONAL CHESS.
THREE RUSSIANS LEADING.

NEW YORK, March 24th.

Three Russians lead at the end of the fifth round of the chess tournament. Bogolubow and Tartakower have three and a half games each, Alekhin two and a half, Capablanca, Reti and Yates two each, and Doctor Libator and Janowski two each, with one game adjourned. Marshall, Edward Lasker and Maroczy have one and a half games each.

A CLASSIC STRUGGLE.

LATER.

By winning the game from Janowski and drawing his game with Edward Lasker, Doctor Lasker tied with Bogolubow and Alekhine. Each have won 2½ games and lost 1½. Dr. Lasker's game with Edward Lasker was a classic struggle which lasted twelve hours, involving 103 moves. It was the longest game of the tournament and was filled with complications.

FAR EASTERN CABLE
NEWS.

[From Our Own Correspondent.]

SHANGHAI AMATEUR BILLIARDS
CHAMPIONSHIP.

JOHNSON DEFEATED.

SHANGHAI, March 25th.

In the contest for the Amateur Billiards (championship of the Settlement, Barrett (300) defeated Johnson (787).

The result was a surprise, as Barrett is the first to defeat Johnson.

[THROUGH REUTER'S AGENCY.]

SINGAPORE BASE AGAIN.

SCHEME CONTAINS NO PROMISE OF
REAL SECURITY.

LONDON, March 24th.

The Singapore base correspondence has been published. General Smuts expresses whole hearted agreement with the Government's policy and declares that the proposed base would be out of keeping with the spirit of the Washington Agreement. He sincerely trusts that Mr. Bruce (Prime Minister of Australia) and Mr. Massey (Premier of New Zealand) would acquiesce, because no 'promise' of real security was contained for them in Singapore, for European troubles probably would synchronise with any future tension in the Pacific and thus make it out of the question to move the Navy to Singapore.

ADMIRAL JELlicoe REGRETS GOV-
ERNMENT'S DECISION.

Admiral of the Fleet Viscount Jellicoe regrets exceedingly the Government's decision and points out that the foremost naval authorities have stated that a modern fleet is unable to operate without a properly equipped base, and for the protection of those portions of the Empire situated in the Pacific and Indian Oceans there is no place so suitable as Singapore.

He says the matter intensely concerns Australia, India, New Zealand, and a number of Crown Colonies who are looking to the present British Government to remember that every citizen of every country in the Empire is entitled to protection from the possibility of attack by a foreign foe.

The Singapore base was intended for defensive purposes, and is no more a threat to Japan than Gibraltar is to the United States.

The people of New Zealand hoped that the lesson of the sufferings of the Navy and Mercantile Marine in the Pacific during war time would not be so quickly forgotten. The very existence of the Empire depends on the Navy.

Admiral Jellicoe's letter concludes by saying that one eminent authority had declared that unless a base like Singapore be established, it would be absolutely impossible for the majority of the Empire's capital ships to operate east of Suez.

STILL THE SUBJECT OF TALK IN
COMMONS.

LONDON, March 24th.

Numerous questions about the Singapore base continue to be levelled at Ministers in the House of Commons.

Replying to Mr. Lambert, Mr. Ammon gave the main details of the proposed base, which he stated did not provide for aeroplane or military defence.

Replying to Comdr. Bellairs, Mr. Ammon said the King's Dock at Singapore was the only one which could take a cruiser of the *Hawkins* class. It could also take any existing unbulged capital ship, the smaller aircraft carriers, and the projected ten thousand ton cruisers. It would take nine years from the date orders were given to begin work before the naval base could deal with modern capital ships and aircraft carriers.

"THE GRAVITY OF THE ISSUE."

LATER.

Comdr. Bellairs asked whether, in view of the gravity of the issue with regard to the time required to complete the Singapore project in the event of the Government's disarmament negotiations not succeeding, could Mr. MacDonald state the approximate time by which the House could know whether the negotiations proved successful or not. Mr. MacDonald replied that it was not a matter of time, but of circumstances. If circumstances were not changed, then the loss of time would be a loss at all. Singapore as a naval base would become necessary when conditions made it necessary.

LABOUR VIEW IN AUSTRALIA.

MELBOURNE, March 24th.

In response to Mr. MacDonald's inquiry, Mr. Chapple, the Federal Labour leader, has cabled that the Australian Labour Party opposed Mr. Bruce's committing Australia to the Singapore base.

ADEPT FOR FOUR DAYS.

"KWONGSANG" RESCUES TWELVE
MEN AND A DOG.

RUDDER AND MAST LOST IN GALE.

SHANGHAI, March 25th.

The Indo-China S.N. Company's steamer *Kwongsang*, bound from Swallow to Shanghai, rescued twelve men and a dog adrift on a Customs tender, off Ockney last Friday. The tender left Tungyang Light-house for Foochow on the 17th inst. but lost her rudder and mast in a strong gale. She drifted 140 miles to the south-west in four days. The rescued men were in an exhausted condition, having been two days without food.

(Continued at foot of next column.)

LAUNCH OF AN INDO-CHINA
STEAMER TO-DAY.STEAMER FOR SHANGHAI-
TIENTSIN TRADE.

The single screw steamer *Lien Shing*, built at the Kowloon establishment of the Hongkong and Whampoa Dock Co., Ltd., for the Indo-China Steam Navigation Co., Ltd., is to be launched this morning at 11.45 a.m.

The following are the leading dimensions—

Length overall 300ft.
Length between perpendiculars 285ft.
Breadth moulded 44ft.
Depth moulded 22ft.

The vessel is of the two deck type poop and bridge connected by a shade deck, top-gallant forecastle and boat decks aft and amidships. She is constructed to Lloyd's requirements under special survey for their highest class, and the fore end is specially strengthened to withstand encounter with ice.

Cargo is carried in the forward and after holds and also in a deep tank situated abaft the machinery space. The facilities for working the cargo are of the most modern description, twin masts and four winches being fitted at each hatch worked on the Finessenau system.

The forward winches are constructed to couple in pairs for lifting heavy loads and a wall-type winch is installed at the hatches for deep tank cargo.

Water ballast or fresh water is carried in the Peaks while the double bottom is suitable for oil fuel, if required, as well as ballast.

The rudder is controlled from the bridge, as in the two previous ships built for this Company, by the McLaughlin Scott system of Telemotor gear which is led to Haskies steam steering gear situated in the poop and directly connected to the rudder head.

A powerful Clarke Chapman steam windlass and warping capstan is fitted for working the anchors and cables while a stream anchor, housed aft, has a special small steam windlass for quick handling in narrow waters.

The bridge deck is entirely devoted to passengers, having accommodation for twenty-eight first-class in two-berth rooms. The first-class state-rooms are large and roomy, fitted with wash basins having a direct supply of hot and cold water from a large tank on the casing top. Lavatory accommodation is on a generous scale and all the fittings are of the latest pattern.

The public rooms consist of "Dining Room, Lounge and Smoke room, which are handsomely panelled and upholstered in the best material.

Accommodation is provided for 66 second-class passengers in the bridge 'tween decks and poop while a limited number of third-class rooms are situated in the after 'tween decks.

The Captain and Wireless Officers are accommodated on the boat deck forward while the Engineers and Officers are housed in a steel house on the poop.

The vessel is electrically lighted throughout and fans are provided in all the public, passenger and officer rooms. Steam heating is also installed to provide additional comfort in winter.

Propelling machinery constructed by the Builders is placed amidships and consists of one set of Triple Expansion Surface condensing engines with four cranks, balanced on the Yarrow Schlick and Tweedy system, having cylinders, 24ins., 40ins., 48ins., 48ins. by 42ins. stroke. Steam at 160lbs. per square inch working pressure, is generated in three single ended Scotch boilers working under Howard's forced draught, 14ft. 9ins. diameter by 11ft. 6ins. long.

A Michell thrust block of the latest design is fitted.

The engine and boiler room auxiliaries include Weir's pumps and heater. A Paul's independent centrifugal circulating pump; also a Paul's centrifugal ballast pump for quick discharge of deep tank, together with the usual general service, ballast and fresh water and See's Ash ejector pump.

A See's Ash ejector is fitted in the stockhold for the disposal of ashes.

U.S. IMMIGRATION BILL.

JAPANESE TO BE ADMITTED WHO
COME ON BUSINESS.

WASHINGTON, March 24th.

The House of Representatives immigration committee has submitted a formal report on the Japanese Immigration Bill. It is of opinion that cancellation of the so-called gentlemen's agreement with Japan is justified. The committee agrees to give wider latitude to admission of Japanese coming to the United States for business purposes, but declines to yield its contention that aliens generally who are ineligible for citizenship should not be permitted to enter.

CHINESE CUSTOMS CONFERENCE.

BRITISH GOVERNMENT ENQUIRING
INTO THE MATTER.

LONDON, March 24th.

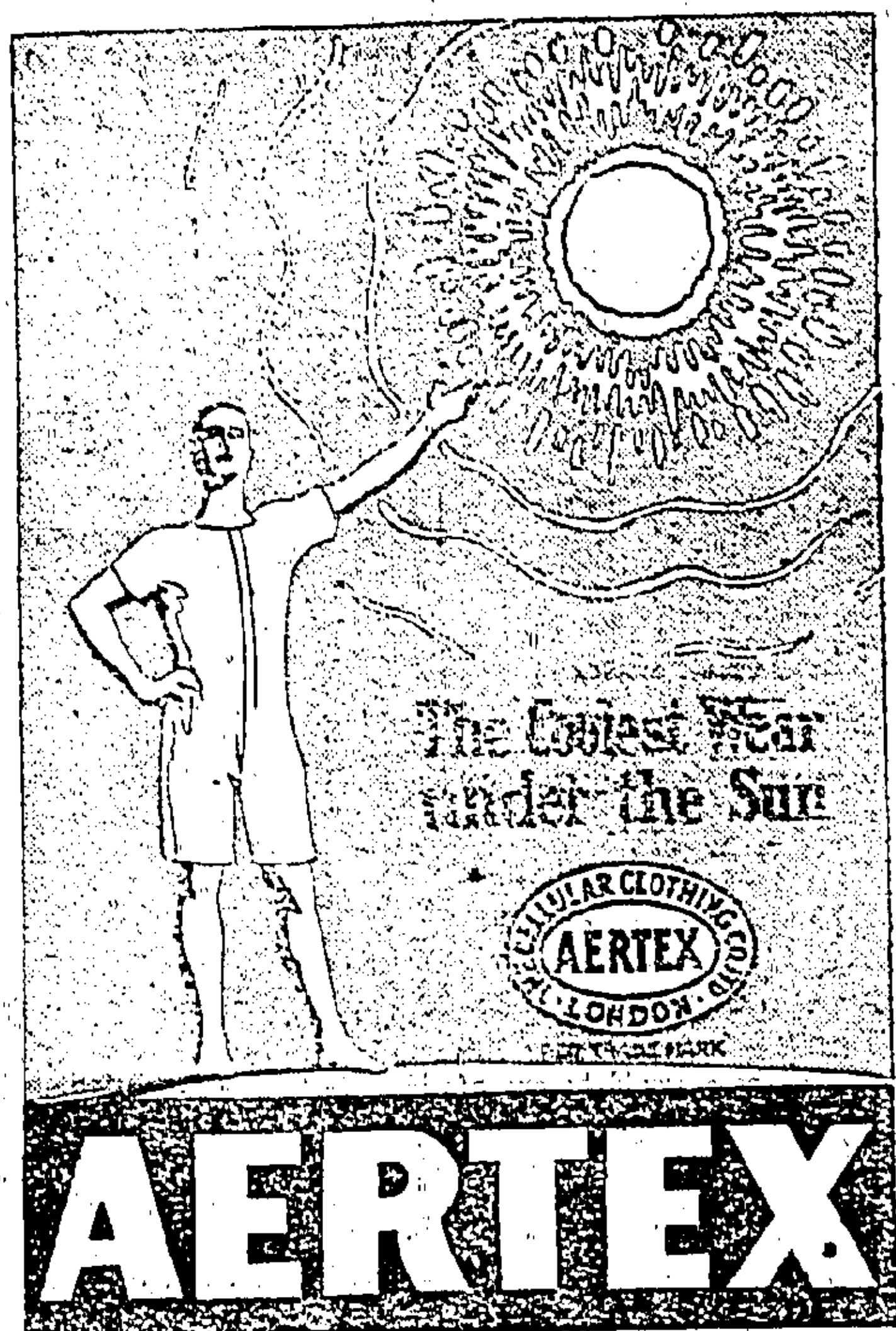
In the House of Commons replying to Mr. Chapple, Mr. Ramsay MacDonald stated that the Chinese request to hold a preliminary conference to discuss the matters relating to an increase of two and a half per cent. in the customs duties, in accordance with the Washington Treaty, had just been received and was being enquired into.

[BY COURTESY OF THE "DAILY BULLETIN"]

EDUCATIONAL MISSION TO
CHINA.

TOKYO, March 24th.

The third party of prominent educators representing all grades of schools, of which the leader is Mr. Moriuchi-Yahara, Director of the First Higher School, are proceeding to China on March 28th via Korea on a tour of inspection.



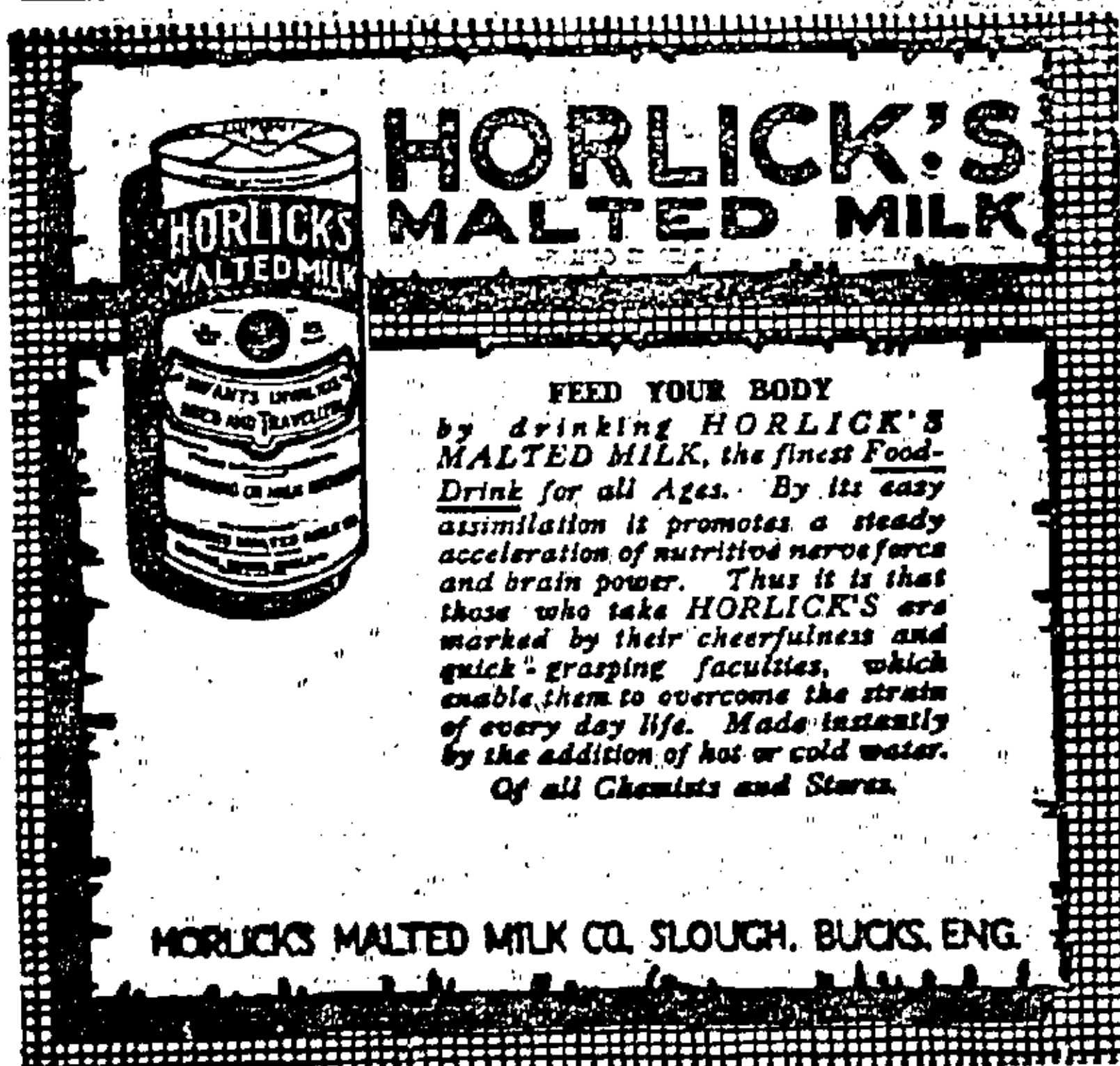
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Our New "Triumph-Model U.G." Cigarette Machine

The phenomenal speed of this machine, its extreme simplicity and its low cost of upkeep, are due to the revolutionary improvements in the design and construction of the outcome of 40 years of experience in the manufacture of cigarette machinery.

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UNITED CIGARETTE MACHINE CO., Inc., Lynchburg, Va., U. S. A.

Agents for China: AMERICAN TRADING CO., Rm. 201, Dollar Bldg., Shanghai

RAGS TO RICHES.

A BRAVE WOMAN.

The story of the abduction and subsequent rescue of Miss Mollie Ellis, after the tragic raid by Afridi brigands on the bungalow at Kohat is still fresh in the public mind, but so deep an impression did it create that its re-telling in book form will preserve, one hopes for all time, an act of high courage and unquestioning obedience on the part of one of that noble band of British women who find their life's work in ministering to the tribal folk of the North-West Frontier. At the time of the tragedy the name of Mrs. Lilian Starr, of the Peshawar Hospital, leapt to fame as the rescuer of Miss Ellis after a journey into the wilds of Afghanistan, which the forces of the Empire could not even attempt; to-day she comes before us as the author of a most interesting book of travel, "Tales of Tirah and Lesser Tibet," in which she gives a most graphic account of the part she played in the search for Miss Ellis among the Afridis. It is an inspiring narrative, told in the simple language of a brave woman, and there will be many of her fellow-countrymen and women who will delight to do her honour by reading it. In it she characteristically gives to the Rissalder who accompanied her the full credit due to him for his splendid work throughout, while Sir John Maffey's fine decisive generalship is clearly brought out. What does not appear, as Mr. Basil Mathews points out in an appreciation which prefaces the book, is that Mrs. Starr started out not only knowing that there was the risk that she might not return at all, but with the purpose, if the full rescue failed, of remaining among the Afridis as a hostage for the freedom of Miss Ellis.

The journey from Peshawar to Khauki Bazar where it was conjectured Miss Ellis was being kept captive, Mrs. Starr explains lies through five distinct tribal territories, whose people own allegiance neither to the Amir of Afghanistan nor to the British Raj. They are a law unto themselves, no traveller may penetrate into their land, and it is not safe for even Afridis of one tribe to go through the territory of another without some security or invitation. Here at the very start was a difficulty greater even than the physical obstacles which had to be overcome in journeying through the mountain passes and narrow gorges. That it was successfully overcome was due to the good offices of the mullah of the district, whose sympathies were enlisted on behalf of the search-party.

What the mullah thinks, the people do. One is constantly reminded that while we British on the frontier of India, with our railways, roads, aeroplanes, motors, and modern thought, are living in 1923, beyond that frontier the people are living to-day in the customs and habits of some 600 years back. Perhaps, did we but know it, this strange collision of the centuries accounts far more than we realise for the constant friction on the border.

Of her first halt at the village of Nu'amat Salah, Mrs. Starr, who had adopted the complete dress of an Afridi woman, tells how she was escorted to the women's courtyard, where food was brought, and her legs were massaged (a sign of friendliness).

Frequent halts were necessary for negotiations to be held to enable each of the five tribes, through whose limit the party passed to hand over their charge. Mrs. Starr's knowledge of the language enabled her to follow these barangues, an accomplishment which was duly noted by the tribesmen. "See, the woman understands," they more than once said; and another amusing remark was, "Now we know why the Feringhi (a despised term for the British) rule Hindustan—their women are as their men." Arriving at Khauki Bazar, confirmation was obtained of the fact that Miss Ellis was a captive in a house some eight miles away. Then came a period of wearisome consultations and bargaining between Ajab and Shahzada, two of the conspirators in the abduction of Miss Ellis and the murder of her mother, Keli Khan, the political agent of the Kurram Valley, the Rissalder, and the Mullah Mahmud, which in the end resulted in the removal of Miss Ellis to the Mullah's house for safe keeping. Even then the danger was not passed, for Ajab and his gang began quarrelling among themselves, accusing each other of treachery. The upshot of all this was that Shahzada, unable to restrain his resentment, raised his voice, and called heaven to witness that it was under the instigation of the Mullah himself that treachery had been worked upon them.

The tension was snapped by Mullah Mahmud himself, who turned upon the offender and opened upon him a torrent of abuse, laying upon him, upon Ajab, and upon all their associates, a curse passionate and blasting, and harshly ordered him from his presence. The sheikhs came forward to hustle them out into the courtyard, but the strikers men cringed before the Mullah. Removing their turbans from their heads, they laid them at his feet, and besought forgiveness and revocation of the curse; nor could they be dragged from his presence till the Mullah, had grudgingly recalled his words.

It was that stormy interview which ultimately decided the issue. Ajab and his companions, no longer in a position to hold out for fantastic terms, under the blighting influence of the Mullah's hostility, agreed to surrender their captive in exchange for the release by Government of two thieves in Kohat goal. Thus was freedom restored to Mollie Ellis. "One did not find it easy to sleep that night," observes Mrs. Starr, "partly because one was so happy, partly because the fears were so many!"

In a foreword to this chapter Sir John Maffey, Commander-in-Chief of British Forces in India, writes of Mrs. Starr: "She made a British mark on the heart of Tirah better than all the drums and trampings of an army corps."—Daily Telegraph.



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S.S. "OOSTERK"	due Hongkong 10th Apr.
S.S. "ALDERKERK"	6th May
S.S. "OLDEKERK"	3rd June

Sailings to Europe subject to alterations.

Steamers	For	Sailing on or about
S.S. "MAPIA"	Amsterdam, Rotterdam, Hamburg & Bremen	8th Apr., 1924.
S.S. "ALDERKERK"	Rotterdam, Amsterdam, Hamburg & Bremen	6th May
S.S. "OOSTERK"	Amsterdam, Rotterdam, Hamburg & Bremen	3rd June

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Kanazawa Kanazawa Hotel	Yokohama Yokohama Hotel	Nara Nara Hotel	Tokyo Imperial Hotel

IN TAIWAN (FORMOSA)

Taipei—Taiwan Railway Hotel

IN CHOSSEN

Fusan Fusan Station Hotel
Kaijo (Seoul) Chosen Hotel
Shingishu Shingishu Station Hotel

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Changchun Changchun Hotel	Hoten (Mukden) Yamato Hotel
Dairen Yamato Hotel	Ryojan (Port Arthur) Yamato Hotel
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CHAOS IN YOKOHAMA HARBOUR.

STEAMSHIP COMPANIES DIVERTING THEIR SHIPS.

REPORTS OF APALLING CONGESTION.

Temporary suspension of the entry of the regular European liners into Yokohama, on account of the chaotic harbour conditions has been suddenly ordered by the Nippon Yusen Kaisha, commencing with the firm's *Tsushima Maru*, which recently arrived at Kobe from Liverpool, reports the *Japan Advertiser*. The firm also announced the cancellation of the entry of the *Tajima Maru*, another of the Yokohama-Liverpool regular passenger and freight liners, into Yokohama at the end of this month and will make Kobe the temporary base of operation of not only these liners but also of steamers on other services.

The firm's Yokohama-Hamburg liner *Matsunoda Maru* will suspend her regular call at Yokohama on her arrival in Kobe on March 22nd. This move of the Nippon Yusen Kaisha, which has the closest relation to Yokohama, is expected to be followed by the Osaka Shosen Kaisha and foreign steamship companies in the Oriental services.

THE EFFECT ON TRADE.

Cargo congestion in Yokohama harbour is now a matter of heated discussion among Japanese and foreign shippers and consignees, and the prevailing condition is unfavourably affecting Yokohama's trade with America and European countries. Telegraphic messages bordering on warnings were recently received by Mr. Yasukochi, Governor of Kanagawa, from Mr. Nishi, financial commissioner in New York, stating that propaganda is being circulated in America that Yokohama harbour is overcrowded with steamers, that cargo working facilities are miserably inferior, and that cargo landed on wharves is exposed to rain and is endangered by fire, storm and flood. It is reported that American shippers dislike to have cargo shipped from Yokohama or to send cargo to that port and are now inclined to direct their orders for Japan's staple products to other ports. Mr. Nishi added that this is a dangerous tendency for the future trade of not only Yokohama but also of Japan. The matter has also been taken up by the Bureau of Commerce in the Foreign Office for investigation.

REASONS FOR THE CONGESTION.

This unusual congestion of cargo in Yokohama is partly due to rushing importation of materials for reconstruction after the September earthquake and fire, and partly to the importation of cargo to be exempted from the customs duty. Not less than 50 vessels are at anchor in port, some berthed alongside the wharves and others lying idly in the roads awaiting their turn to be berthed. Lack of available berths causes ships to stay longer than originally expected and shipowners incur heavy losses by payment of demurrage. Frequent occurrences of these incidents induced Japanese and foreign shipowners to avert the call of their ships at Yokohama as far as possible. To make matters worse, high seas outside the breakwater and the shortage of lighters to handle cargo are causing the increase of lighters and delay of cargo work. Recently an advertisement was made by 21 Japanese and foreign steamship companies announcing that no responsibility would be assumed by these companies for cargo landed at Yokohama.

A British steamer recently discharged cargo at Yokohama without taking counsel of the customs authorities, as the ship was in a hurry, and left the cargo uncared for. This gave rise to a dispute among the shipowners, consignees and customs authorities.

POLICY OF THE N.Y.K.

Mr. Yasuda, business manager of the Nippon Yusen Kaisha, stated that the present cargo accumulation at Yokohama is very bad and that there are cargoes which have been on lighters for three weeks. He ordered the restriction of the entry of N.Y.K. regular Shanghai mail liners into Yokohama and the cancellation of the call of European liners at that port. Mr. Yasuda further stated that this is merely a temporary step, and that former programme will be restored as soon as the condition of the port improves.

SAVING LIFE IN TYPHOONS.

SECRETARY OF STATE ON MEASURES IN HONGKONG.

Mr. J. H. Thomas (Secretary of State for the Colonies), replying in the House of Commons last month to a question relating to the loss of the steamer *Loong Sang* during a typhoon at Hongkong, said that a letter on the subject had been received from the Imperial Merchant Service Guild in October last, and had been referred to the Governor for his report. The gist of the report was as follows:—

The organisation of life-saving measures in Hongkong Harbour has received careful consideration on several occasions. The provision of rocket and mortar life-saving apparatus, it was decided, would not serve a useful purpose. Proposals for the provision of a high-powered lifeboat have also been considered on former occasions, and have been rejected. An arrangement was made with the Naval authorities for two naval tugs to be made available to assist to tow native craft to shelter. The Government of Hongkong is giving further consideration to the question of the use of tugs for the purpose of saving life during a typhoon, and proposes to build a powerful rescue tug, which will replace the present tug, the usual tender *Stanley*, and perform the work required and be available for rescue work after the height of a typhoon has passed.

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INFLAMED SORENESS OF FACE AND CUR'D BY ZAM-BUK.

Rites from insect-biting insects and the use of bad water so badly poisoned Mr. C. Breakspear's skin that it broke out into terrible sores, through which he had to be invalided home. Mr. Breakspear, who with the *Bank-shin* Yomary, served in the Eastern campaign, writes from Waterbury Rd., Reading, England, as follows:—

"My terrible skin trouble developed whilst I was out on service in the East and it was caused by insect bites, and by poisoning through washing in unclean water. In spite of four months' treatment from a Military doctor, the fiery disease never showed sign of abating, and I had to be invalided home with the 'bug'."

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NOTICE OF REMOVAL.

THE OFFICE of the "HONGKONG DAILY PRESS" have been removed to 1A, CHATER ROAD (3rd floor), to which address all correspondence should be directed. Hongkong, 16th July, 1923.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION.	
SHANGHAI via SWATOW	"TAISANG"	Thursday, 27th Mar., 7 a.m.
SHANGHAI via SWATOW	"LOKSANG"	Friday, 28th Mar., 7 a.m.
MANILA via AMOY	"SUISANG"	Saturday, 29th Mar., 11 a.m.
TIENTSIN	"CHIPSANG"	Saturday, 29th Mar., Noon
SHANGHAI via SWATOW	"YATSHANG"	Sunday, 30th Mar., 7 a.m.
HAIPHONG via HOIHOW	"LEISANG"	Sunday, 30th Mar., 10 a.m.
BANGKOK via SWATOW	"HOPSANG"	Tuesday, 1st Apr., 10 a.m.
SIAM via CALCUTTA	"FOOKSANG"	Tuesday, 1st Apr., 3 p.m.
SHANGHAI via SWATOW	"WOSANG"	Wednesday, 2nd Apr., 7 a.m.
SANDAKAN	"HINSANG"	Wednesday, 2nd Apr., 1 p.m.
SHANGHAI via SWATOW	"FAUSANG"	Friday, 4th Apr., 7 a.m.
KOBE via SHANGHAI	"KUTSANG"	Wednesday, 3rd Apr., 7 a.m.
KOBE via MOJI	"LAISANG"	Friday, 15th Apr., Noon

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 12 a.m.

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"GLENSHANE"	30th Mar.	"PEMBROKESHIRE"	1st Apr.	London, Rotterdam & Hamburg.
"GLENGARRY"	17th Apr.	"GLENOGLE"	22nd Apr.	Genoa, London, Rotterdam & Hamburg.
"GLENGARRY"	4th May			
"GLENGARRY"	15th May			

Movements are subject to change without notice.

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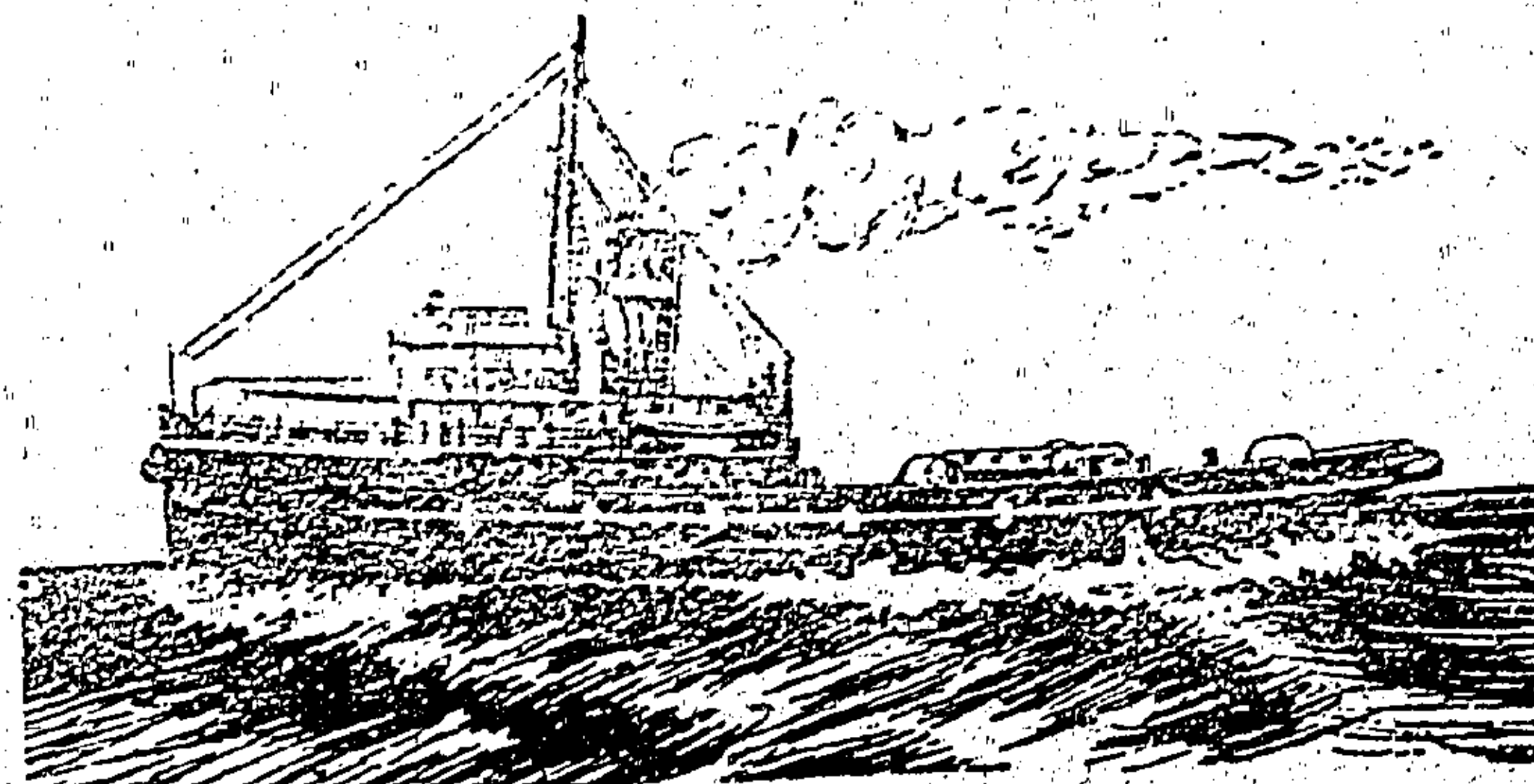
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SHIPPING NEWS

ARRIVALS.

March 25th.

N. S. Everett, American str., 915 tons, Capt. J. L. Medina, from Saigon, with a cargo of rice, lying at buoy No. 221—Williamson & Co.

Nazareno, Italian str., 3,757 tons, Capt. Bertoglio, from Hamburg and Singapore, the latter port she left on March 14th, with a general cargo, lying at Kowloon wharf.—Carl Boedik.

New Mathilde, British str., 842 tons, Capt. E. G. Rapley, from Pakhoi, with a general cargo, lying at buoy No. 221—Yik Tai S.S. Co.

Sunang, British str., 1,083 tons, Capt. S. O. Miford, from Manila, with a general cargo, lying at buoy No. 221—J. M. & Co.

Takao, British str., 1,976 tons, Capt. D. Williams, from Hongkong, with a cargo of coal, lying at Quarry Bay.—B. & S.

Yaching, British str., 1,424 tons, Capt. H. W. Chandler, from Shanghai and Swatow, with a general cargo, lying at West Point wharf.—J. M. & Co.

March 25th.

Chibbar, Norwegian str., 1,102 tons, Capt. J. Mathiasen, from Saigon, with a cargo of rice, lying at Stonecutters—Thorn & Co.

Chokchok, French str., 1,077 tons, Capt. P. B. Morganti, from Haiphong, with a general cargo, lying at buoy No. 221—Kai Yue.

Kishu Maru, Japanese str., 4,028 tons, Capt. K. Kamada, from Shanghai, which port she left on March 22nd, with a general cargo, lying at buoy No. 221—N.Y.K.

Korea Maru, Japanese str., 6,084 tons, Capt. A. Totaka, from San Francisco and Shanghai, the latter port she left on March 23rd, with a general cargo, lying at buoy No. 221—T.K.K.

Pallas, American str., 2,978 tons, Capt. R. E. Judson, from Shanghai, which port she left on March 21st, with a general cargo, lying at buoy No. 221—P.N.S.S.

President Wilson, American str., 8,319 tons, Capt. Henry Nelson, from Manila, which port she left on March 23rd, with a cargo of cigars, sugar, etc., lying at Kowloon wharf.—Pacific Mail S.S. Co.

Sue, Dutch str., 50 tons, Capt. J. Sjoewke, from Bangkok, which port she left on March 13th, with a general cargo, lying at buoy No. 221—J.C.J.L.

Sunt, Portuguese str., 410 tons, Capt. G. A. de Souza, from Kwang Chow, with a general cargo, lying at Sai Kung wharf.—Po On S.S. Co.

Tanun, Chilean str., 800 tons, Capt. Leung Wah, from Pakhoi, with a general cargo, lying at buoy No. 221—Yan Wai & Co.

CLEARANCES.

March 25th.

Choshu Maru, for Shanghai.

Ichang, for Shanghai.

March 25th.

Amberg, for Shanghai.

Atlas Maru, for Singapore.

Heiching, for Swatow.

King Juan, for Swatow.

Kishu Maru, for Singapore.

Kwancho, for Swatow.

Nanyo Maru No. 1, for Hailow.

Nazareno, for Shanghai.

New Mathilde, for Canton.

Pallas, for Manila.

Pakhoi, for Shanghai.

Product, for Saigon.

Prusper, for Saigon.

Solomon, for Saigon.

Songho, for Hailow.

Wingang, for Swatow.

Yaching, for Swatow.

Yunnan, for Hailow.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Hakodate Maru* (Bombay line), left Singapore for Hongkong on March 23rd, and is expected here on March 26th.

The Admiral Oriental liner *President McKinley*, which is due from Manila at 7:30 a.m. on March 27th, will sail for Victoria and Seattle, via Shanghai and Japan at 6 a.m. on March 30th (Sunday).

The Admiral Oriental liner *President Jackson*, which is due at Hongkong on March 30th, sailed from Yokohama for Kobe and Shanghai on March 22nd, on schedule.

VESSELS EXPECTED.

Andre Lebon (M.M.), due 25th April.

Ango Maru (T.K.K.), due April 6th.

Atsuta Maru (N.Y.K.), due April 8th.

Autobius (Blue Funnel Line), due April 13th.

Capitaine Fauré (M.M.), due 27th March.

Chambard (M.M.), due April 7th.

Empress of Australia, due April 10th.

Genoa Maru (N.Y.K.), due March 28th.

Helenus (Blue Funnel Line), due April 7th.

Japan (B.I. & A.), due March 27th.

Kaga Maru (N.Y.K.), due March 27th.

Korea Maru (T.K.K.), due today.

Patrolus (Blue Funnel Line), due April 14th.

Paul Leont (M.M.), due 21st April.

Peron (P. & O.), due to-day, 8 a.m.

Portus (M.M.), due March 30th.

President Adams (Dollar), due March 31st.

President Jackson (Admiral Oriental), due March 30th.

President McKinley (Admiral Oriental), due March 27th.

President Polk (Dollar), due April 23rd.

President Roosevelt (Blue Funnel Line), due March 31st.

Sierra (P. & O.), due March 27th, noon.

Sourabaya Maru (O.S.K.), due March 27th.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:

Address: Mrs. Spunt, Hongkong Hotel, Sukyok, Des Voeux Road.

From: Wakamatsu, Nagasaki, Kobe, Kurume, Sankyo, Shanghai, Amoy, Shanghai, Shanghai, Paris, Shanghai, Tientsin.

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:

Address: 14612/10th Clark, 184, Macdonnell Road, Shanghai.

From: Shanghai, Saigon, Singapore, London.

WEATHER REPORT.

March 25th at 17:50—Pressure has decreased slightly from Shanghai to Amoy and over Formosa. It has increased slightly over Indo-China and the Philippines.

The depression that formed over N.E. China has moved eastwards, at 2 p.m. this afternoon was central to the N.E. of China.

There are indications of an anticyclone forming over China.

Hongkong rainfall for the 24 hours ending at 18 hours, 25th March, 0.01 inch. Total since January 1st, 5.69 inches, against an average of 5.22 inches.

The forecast for the 24 hours ending at 18 hours, Mar. 26th is as follows:

Forecast: F. m. s. N. winds, fresh.

Hongkong to Gap Rock: N. winds, moderate; cloudy.

South coast of China between Hongkong and Lameo: do.

South coast of China between Hongkong and Hailow: do.

HONGKONG TIDE TABLE.

From March 25th to April 1st, 1924.					
High Water.			Low Water.		
Days of Week.	Days of Month.	Time.	Days of Week.	Days of Month.	Time.
Wed.	25	11:57	Wed.	25	6:13
Thurs.	26	12:14	Thurs.	26	6:48
Fri.	27	12:29	Fri.	27	7:20
Sat.	28	12:41	Sat.	28	7:49
Sun.	29	12:50	Sun.	29	8:15
Mon.	30	12:56	Mon.	30	8:37
Tues.	31	13:00	Tues.	31	8:55

Y.

K.

K.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.

Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICES

KEELUNG, HONGKONG, CANTON & HAIPHONG.

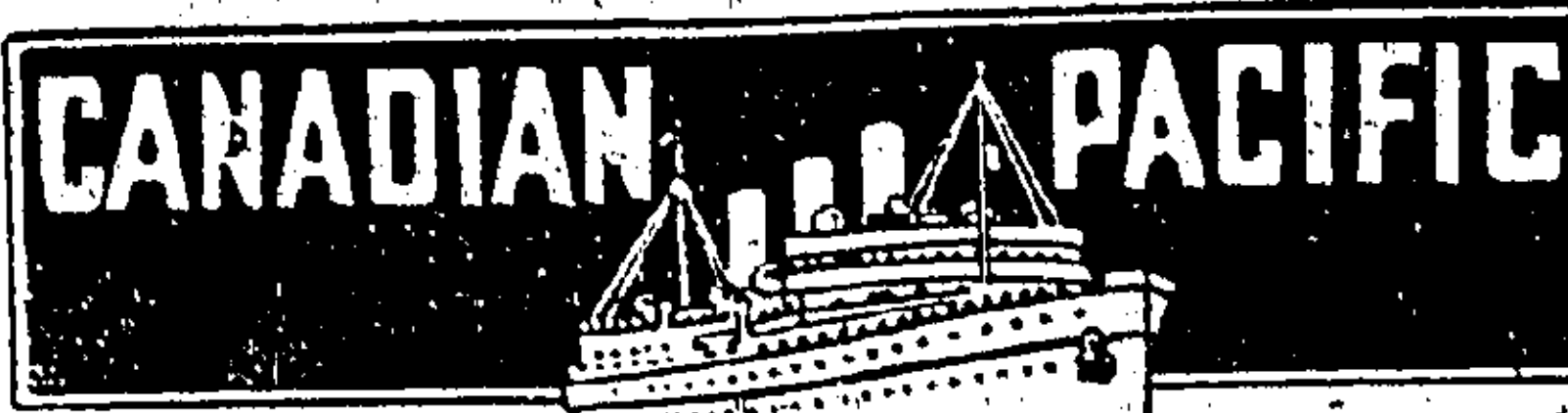
For CANTON

For HAIPHONG via Hailow & Pakhoi

For KEELUNG via Swatow & Amoy

For further particulars, please apply to—

Branch Office: 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From	Due	From	Due
Hongkong	Shanghai	Montreal	Quebec
Empress Russia	Apr. 3	Apr. 21	May 2
Empress Australia	Apr. 18	May 7	May 14
Empress Canada	Apr. 18	May 24	May 30
Empress Asia	May 8	May 28	June 3
Empress Russia	May 29	June 16	June 25

* Via Honolulu.

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

Alotment of Cabins on Atlantic steamers held here and through tickets issued.

Early reservation necessary.

Three Trans-continental Trains Daily.

Standard Sleeping Cars, Compartments & Dining Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG-MANILA SERVICE.

From	Due	From	Due
Hongkong	Manila	Hongkong	Manila
March 26	March 28	March 26	March 28
April 30	May 2	April 30	May 2
May 21	May 23	May 21	May 23
June 25	June 27	June 25	June 27

Passenger Department: Tel. 752. Cables: GACANPAC.

Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

"Via HONOLULU—THE PARADISE OF THE PACIFIC"

REDUCED FARE TO EUROPE.

First class throughout! £120

Mono class steamers on the Atlantic. £112-£110

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.

STEAMERS

KOREA MARU ... 30,000 tons, Apr. 5th, 1924.

SHINYO MARU ... 30,000 tons, Apr. 22nd (from S'hai).

SIBERIA MARU ... 30,000 tons, May 6th, 1924.

TAIYO MARU ... 30,000 tons, May 18th to Kobe Direct.

TENYO MARU ... 30,000 tons, May 25th.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLENDRE, AERICA AND IQUIQUE.

Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports.

For full information regarding Passengers, Freight and Sailings, Apply to—

Agents at Canton: Y. TSUTSUMI, Manager. King's Building, Tel. Nos. C. 2374 & 2375.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.

"PARIS MARU" ... Wednesday, 9th Apr.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.

"CHICAGO MARU" ... Wednesday, 23rd Apr.

BOMBAY via Singapore and Colombo.

"BURMA MARU" ... Friday, 4th Apr.

"SHUNO MARU" ... Wednesday, 16th Apr.

BANGKOK via SAIGON.

"KISHU MARU" ... Tuesday, 1st Apr.

CALCUTTA via Singapore & Rangoon.

"HAGUE MARU" (Calls at Penang) ... Thursday, 17th Apr.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

"BOERNEO MARU" ... 13th

"ANNAN MARU" ... 15th

"ALABAMA MARU" ... Sunday, 13th Apr.

NEW YORK via Japan Ports, San Francisco and Panama.

"HAYANA MARU" ... Beginning of May.

JAPAN PORTS—Mojji, Kobe, Osaka, Yokkaichi and Nagoya.

"ALPS MARU" ... Wednesday, 2nd Apr.

"ALABAMA MARU" ... Sunday, 13th Apr.

"ANDUS MARU" ... Tuesday, 15th Apr.

KEELUNG via SWATOW & AMOY.

"AMAKUSA MARU" ... Sunday, 30th Mar. 11 a.m.

"KAJO MARU" ... Sunday, 6th Apr. 11 a.m.

TAKAO via SWATOW & AMOY.

"KOTSU MARU" ... Thursday, 27th Mar. 10 a.m.

TAKAO & KEELUNG.

For further particulars please apply to—

OSAKA SHOEN KAISHA.

K. SHIMA, Manager.

Telephone Nos. 4188, 4088, 4089.

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RICE MILLING

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The largest and

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DODWELL & CO., HONGKONG.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT WILSON" ... Mar. 26th, at 6 p.m.

S.S. "PRESIDENT LINCOLN" ... Apr. 9th, at 6 p.m.

S.S. "PRESIDENT CLEVELAND" ... May 7th, at 6 p.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT

SAN FRANCISCO

LOS ANGELES

SALT LAKE

CHICAGO

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VISIT

YOSEMITE

GRAND CANYON

FEATHER RIVER

YELLOW STONE PARK

NILGARA FALLS

HONGKONG-MANILA

S.S. "PRESIDENT LINCOLN" ... Mar. 30th, at 12 Noon.

S.S. "PRESIDENT CLEVELAND" ... Apr. 27th, at Noon.

HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE FAULK" ... April 2nd, 1924, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 1332. HOLYOAK, MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America G.3405, G.3420, G.3440

KAGA MARU ... Thursday, 2nd Apr. at 11 a.m.

IYO MARU ... Thursday, 17th Apr. at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

KITANO MARU ... Wednesday, 26th Mar. at 11 a.m.

HABUSA MARU ... Wednesday, 9th Apr. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via MARSEILLES & VALENCIA.

TRUSHIMA MARU ... Thursday, 17th Apr.

SYDNEY & MELBOURNE via Manila, &c.

YOSHINO MARU ... Wednesday, 16th Apr. at 11 a.m.

AKI MARU ... Wednesday, 14th May, at 11 a.m.

NEW YORK & BOSTON via PANAMA.

TSUYAMA MARU ... Thursday, 8th Apr.

TOBA MARU ... Sunday, 4th May

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... Tuesday, 8th May

BOMBAY via Singapore & Colombo.

GENOA MARU ... Thursday, 27th Mar.

SADO MARU ... Thursday, 10th Apr.

CALCUTTA via Singapore, Penang & Rangoon.

AWA MARU ... Monday, 31st Mar.

NAGANO MARU ... Friday, 4th Apr.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 11th Apr.

SHANGHAI, KOBE & YOKOHAMA.

AKITA MARU (Mojji, Kobe & Yokohama) ... Thursday, 27th Mar.

ATSUTA MARU ... Thursday, 10th Apr.

KASHIMA MARU ... Tuesday, 22nd Apr.

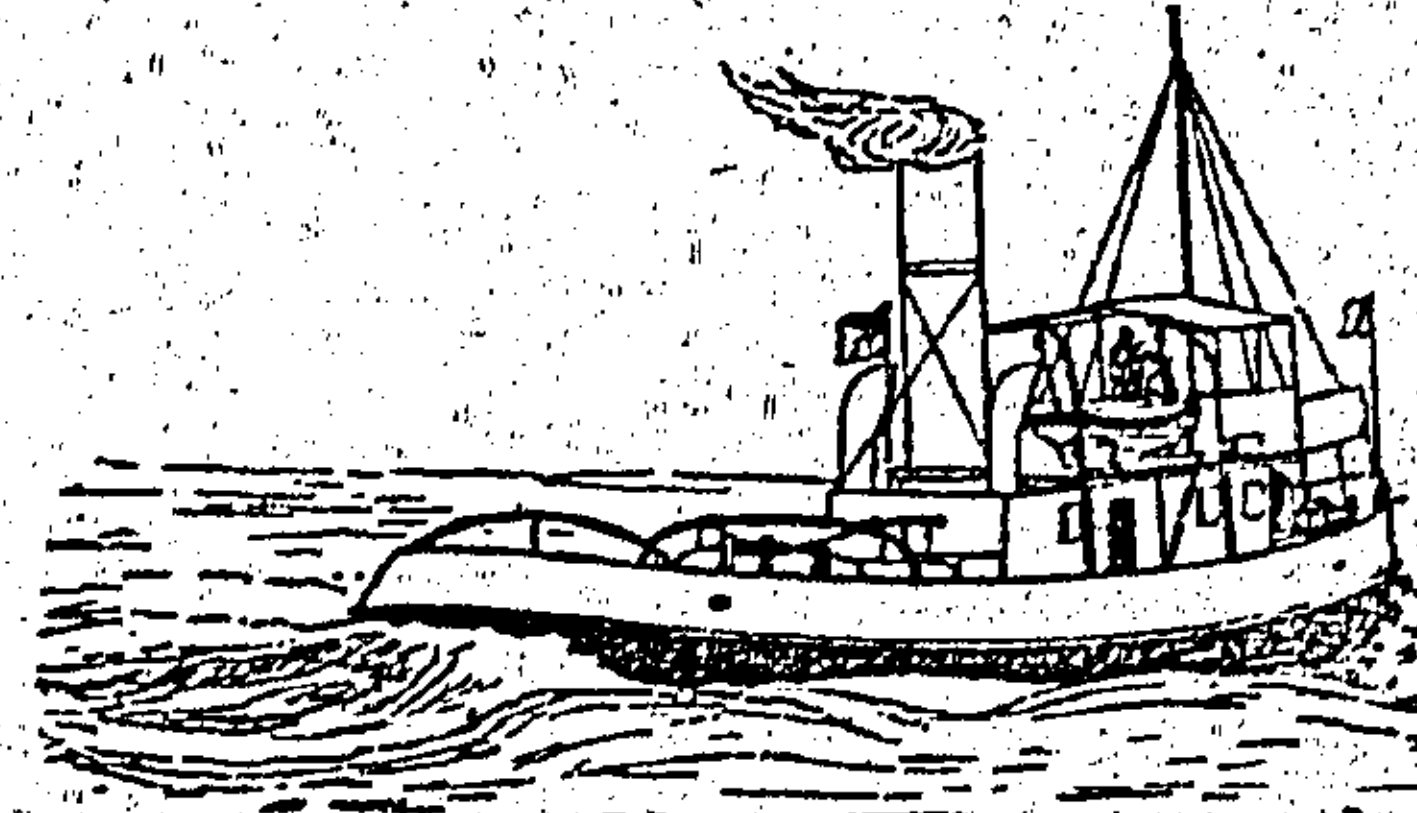
For further information apply to— NIPPON YUSEN KAISHA.

Telephone: Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

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SHIPBUILDERS, MARINE AND LAND ENGINEERS

Builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-erection abroad.

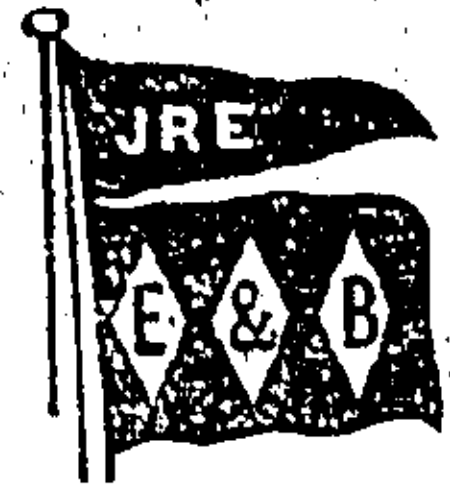


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Rollers, Makers, Founders and Constructional Engineers and Repairers

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STEAMSHIP

COMPANY, LTD.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF YORK" 29th March Mars, L'don, Dunkirk & R'dam.
 "CITY OF CAIRO" 18th April Mars, L'don, R'dam & Hamburg.

PASSENGER SERVICE.

"CITY OF YORK" 29th March Mars, L'don, Dunkirk & R'dam.
 "CITY OF CAIRO" 18th April Mars, L'don, R'dam & Hamburg.

(FARES TO LONDON.)

1st Class "A" £2 10s "B" £2 10s "C" £2 10s "D" £2 10s
 2nd Class "A" £1 10s "B" £1 10s "C" £1 10s "D" £1 10s
 Cargo Steamer, Saloon Passage £82.

NOTE—Particularly Charge of Passage Rate by Cargo Steamer.

For further particulars apply to—

THE BANK LINE LTD.

(Tel. Central 780).

HOLYOAK, MASSEY & Co., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

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(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

1st "CITY OF BRISTOL" via Suez Canal 31st Mar.
 2nd "ATREUS" via Suez Canal 11th Apr.
 3rd "KNARESBRO" via Suez Canal 21st Apr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE LTD., HONGKONG.

HONGKONG AND CANTON, HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Hongkong.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Shanghai and Japan.
PORTHOS	—	—	30th Mar.
AMAZON	—	—	13th April
ANGKOR	—	—	27th April
CHAMBOUR	6th Mar.	7th Apr.	11th May
PAUL LEGAT	20th Mar.	31st Apr.	18th May
ANDRE LEBON	27th Mar.	31st Apr.	25th May

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance.)

1st Class (1st Class) £2 10s 6d 1st Class (1st Class) £2 10s 6d
 2nd Class (2nd Class) £1 10s 6d 2nd Class (2nd Class) £1 10s 6d
 Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Hotel at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due to arrive about the 27th of March.
 Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone Central 740. 2, Queen's Building.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIHONG Capt. Ellis Walker Friday, 28th Mar., at 1 p.m.
 HAIFONG Capt. W. S. Turnbull Tuesday, 1st Apr., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARSEN & CO.,

General Manager.

JAPAN COAL

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

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HEAD OFFICE—TOKIO.

No. 14, PEDDER STREET HONGKONG

P. & O. British India
Apcar and
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Lines

(COMPANIES INCORPORATED IN ENGLAND)
 MAIL AND PASSENGER SERVICES
 STRAITS, JAVA, SUMATRA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
 AUSTRALIA, EAST & NORTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 MEXICO, EUROPE, ETC.

PENINSULAR & ORIENTAL PORTWRIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	From	Next Sailing	Destination
"SICILIA"	6,813	24th Mar., Noon	Spore, Penang, Colombo & B'way
"PERIM"	7,648	24th Mar.	Singapore & Bombay
"JEYPORE"	5,313	3rd April	Spore, Penang, Colombo & B'way
"KHYBER"	9,014	9th April	Marselles, London & Antwerp
"LAHORE"	5,252	11th April	Singapore & Bombay
"PADUA"	5,907	12th April	Spore, Penang & Bombay
"NELLORE"	3,351	17th April	Spore, Penang, Colombo & B'way
"CHINA"	7,972	19th April	Marselles, London & Antwerp
"SUDAN"	6,896	24th April	Spore, Penang, Colombo & B'way
"KASHMIR"	9,118	3rd May	Marselles, London & Antwerp
"KASHMIR"	7,436	17th May	do.
"SICILIA"	6,813	25th May	Spore, Penang, Colombo & B'way
"KASHMIR"	9,097	31st May	Marselles, London & Antwerp
"KASHMIR"	8,840	14th June	Marselles, London & Antwerp
"SUDAN"	6,896	21st June	Spore, Penang, Colombo & B'way
"KASHMIR"	10,911	24th June	Marselles, London & Antwerp
"KASHMIR"	6,813	12th July	do.
"KASHMIR"	6,813	22nd July	Spore, Penang, Colombo & B'way
"KASHMIR"	10,911	28th July	Marselles, London & Antwerp
"KASHMIR"	8,072	9th Aug.	do.
"KASHMIR"	10,902	27th Aug.	do.
"KASHMIR"	9,014	6th Sept.	do.
"KASHMIR"	11,433	20th Sept.	do.

BRITISH INDIA - APCAR SAILINGS

S.S.	From	Next Sailing	Destination
"TORILLA"	5,205	1st April	Singapore, Penang & Calcutta.
"TALMA"	10,902	14th April	do.
"TALMA"	6,052	24th April	do.
"GUGRA"	5,131	27th April	do.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	From	Next Sailing	Destination
"ARAFURA"	6,000	2nd Apr.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	30th Apr.	Island, Townsville, Brisbane,
"EASTERN"	4,000	28th May	Sydney & Melbourne.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver,
 The P. & O. Royal Mail Steamers to London via Suez Canal. (See Sailing List, etc.)
 The P. & O. Branch Services of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

S.S.	From	Next Sailing	Destination
"JAPAN"	6,052	25th Mar.	Moji & Kobe
"KANAMIR"	6,896	4th Apr.	Shanghai, Moji & Kobe
"SUDAN"	6,896	4th Apr.	Shanghai.
"ST. ALBANS"	4,500	6th Apr.	Moji & Kobe
"GUGRA"	5,131	7th Apr.	do.
"PLASSY"	7,426	18th Apr.	Shanghai, Moji & Kobe
"KASHMIR"	9,097	2nd May	do.
"EASTERN"	4,000	3rd May	Moji & Kobe
"TAKADA"	6,813	5th May	do.
"SICILIA"	6,813	13th May	Shanghai, Moji & Kobe
"KASHMIR"	6,813	16th May	Shanghai, Moji & Kobe
"TORILLA"	5,205	20th May	Moji & Kobe
"KASHMIR"	10,911	30th May	Shanghai, Moji & Kobe
"ARAFURA"	6,000	7th June	Moji & Kobe
"SUDAN"	6,896	11th June	Shanghai.
"KASHMIR"	9,098	12th June	Shanghai, Moji & Kobe
"MALWA"	10,411	27th June	Shanghai, Moji & Kobe
"ST. ALBANS"	4,500	5th July	Moji & Kobe
"SICILIA"	6,813	10th July	Shanghai, Moji & Kobe
"DEVANHA"	10,911	11th July	Shanghai, Moji & Kobe
"MALWA"	10,411	25th July	do.
"EASTERN"	4,000	2nd Aug.	Moji & Kobe
"KASHMIR"	9,014	8th Aug.	Shanghai, Moji & Kobe
"KAISAR-I-HIND"	11,433	22nd Aug.	do.
"KASHMIR"	6,070	7th Sept.	Moji & Kobe
"ARAFURA"	6,000	8th Sept.	Shanghai, Moji & Kobe
"KASHMIR"	8,840	3rd Oct.	do.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe

All dates are approximate and subject to alteration without notice.
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 Passengers for Rangoon must delay their own Hotel expenses at Singapore while waiting
 the on carrying steamer.
 First Saloon Passengers may travel by B.L.S.N. Company's Steamers between Singa-
 pore and Calcutta or Singapore and Madras in the section trip P. & O. Tickets
 Singapore to Colombo.
 O.C. Cabins are fitted with Electric Fans free of charge.
 Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's
 Office up to Noon on the day previous to sailing.
 For further information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line
 For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID,
 BARCELONA and other SPANISH PORTS.
 SS. "LEGAZPI" 2nd Apr.
 SS. "O. LOPEZ Y LOPEZ" 17th May.
 For SHANGHAI and JAPAN PORTS:
 SS. "O. LOPEZ Y LOPEZ" 28th Apr.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted
 with every modern convenience for the comfort and safety of the passengers.
 Stewards and Doctor carried.
 O. D. BARRETTO, 25, Central Avenue, B.C., CANTON.
 For Freight and/or passage apply to—
 BOYLE BROS., Alexandra Building, Hongkong.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast
 freight steamers.
 For BOSTON
 and
 NEW YORK

SS. "MOORISH PRINCE" expected 31st March sailing 1st April
 For freight and full particulars apply to—
 Telephone Central 5161
 Telegrams (Faraprice)

FURNESS (FAR EAST) LIMITED
 (Incorporated in Great Britain)
 St. George's Building

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.	Steamers	Date of Departure
SHANGHAI & NEWCHOWANG	"PAKHOT"	On 26th Mar., D.L.
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 26th Mar., 10 a.m.
SWATOW & SINGAPORE	"KINGTUAN"	On 26th Mar., 3 p.m.
MANILA	"TEAN"	On 26th Mar., 2 p.m.
SWATOW & SHANGHAI	"CHANGCHOW"	On 27th Mar., 10 a.m.
SHANGHAI & TSINGTAO	"LUCHOW"	On 27th Mar., D.L.
SWATOW & SHANGHAI	"SUNNING"	On 30th Mar., 10 a.m.
AMOY, SWATOW & SINGAPORE	"KWAIYANG"	On 31st Mar., 4 p.m.
AMOY & SHANGHAI	"HANYANG"	On 1st Apr., D.L.
SHANGHAI	"SUIYANG"	On 1st Apr., 2 p.m.
SWATOW & BANGKOK	"KALANG"	On 1st Apr., 4 p.m.
AMOY, SWATOW & SINGAPORE	"TAMING"	On 1st Apr., 4 p.m.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 2nd Apr., D.L.
SHANGHAI	"SOOCHOW"	On 2nd Apr., D.L.
SWATOW & SHANGHAI	"KANOHOW"	On 3rd Apr., 10 a.m.

SHANGHAI LINE.—Excellent Saloon accommodation, sailings, with
 Electric Fans fitted. Regular service four times weekly between Canton, Hongkong
 and Shanghai, leaving Hongkong Mondays (via Swatow) and extending to Pakow,
 Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to
 Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports.
 Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to
 and from Bangkok via Swatow maintained by new "K" class steamers, attractively
 fitted for passengers, with double and single berth cabins.
 For Freight or Passage apply to— BUTTERFIELD & SWIRE,
 Telephone Central 33. Agents

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
 SAILING SUBJECT TO ALTERATIONS

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Moji, Kobe, Osaka & Yokohama
"KUT"	5th April	8th April

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply
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